County History Reprints

The King's Highway in Craven:

J. J. Brigg

S.R. Publishers Limited

THE KING'S HIGHWAY IN CRAVEN:
JOHN J. BRIGG

First published in 1927 by Dixon and Stell Ltd., Keighley.
72 p.p. and 9 maps.

This book was originally intended as an account of 'a system of road maintenance which . . . is now obsolete. . . . ' However, in tracing the history of the Yorkshire section of the Keighley to Kendal Road, the author also provides a study of the Craven district of Yorkshire.

He begins with a brief outline of the history of British roads from the time of the ancient Britons to the era of the Turnpike Trust. Having access to the original Minute Books of the Turnpike Trust he is then able to deal in detail with the history of that Trust from 1753 onwards. He describes its administration, the specifications and arrangements for the building and maintenance of roads and bridges and gives detailed appendices crammed with fascinating details about both the pre- and the post-Turnpike Pennine Roads.

£1. 1. 0. (£1.05)

S.B.N. 85409 528 4

20. AUG. 1975

10. SEP. 1975

-1. OCT. 1975

22. OCT. 1975

WITHDRAWN FROM
LANCASHIRE LIBRARIES

14 FEB 2002

AUTHOR
BRIGG, J.J.

CLASS No.
942.81

TITLE
The King's
Highway in Craven.
2nd. ed.

BOOK No.
17367399

This book must be returned on or before the date shown above
to the Library from which it was borrowed
LANCASHIRE COUNTY LIBRARY
143 CORPORATION STREET, PRESTON, PR1 8RH

LANCASHIRE LIBRARY SERVICES
30118068257785

Digitized by the Internet Archive
in 2023 with funding from
Kahle/Austin Foundation

https://archive.org/details/bwb_KR-437-775

The KING'S HIGHWAY in CRAVEN

by
JOHN J. BRIGG

Republished by
S. R. PUBLISHERS LTD.
1968
First Printed
1927
by Dixon & Stell Ltd., Keighley

© S. R. Publishers Limited
East Ardsley, Wakefield, Yorkshire
England, 1968

Standard Book Number
85409 528 4

Reprinted in England by
Alf Smith & Co. (Bfd)

— THE —

KING'S HIGHWAY IN CRAVEN

Being Notes on the History of the Yorkshire Portion of the

KEIGHLEY AND KENDAL TURNPIKE ROAD

BY JOHN J. BRIGG

Cross Hills:
Dixon & Stell, Ltd., Printers.
1927.

PREFACE.

In these notes I have set down the history of the Keighley and Kendal road as an example of a system of road maintenance, which though not ancient is now obsolete. At the same time, I hope they may be useful to any who are interested in the story of their own neighbourhood, especially to those who are familiar with the chief highway through this beautiful corner of Yorkshire. Along with those whose names I have mentioned in the text my thanks are due to many friends—to Mr. Thomas Brayshaw, of Settle; Mr. Walter Fowlds, the Keighley Borough Engineer; Dr. Villy, of Keighley; Mr. Ralph Robinson, formerly of Skipton; the staff in the County Hall at Wakefield, and particularly to the late Dr. L. C. Miall, a very old friend, for invaluable criticism and assistance.

Many of my readers can, no doubt, supplement from traditional and other sources my necessarily imperfect story, and I shall be grateful to any such if they will communicate with me.

JOHN J. BRIGG.

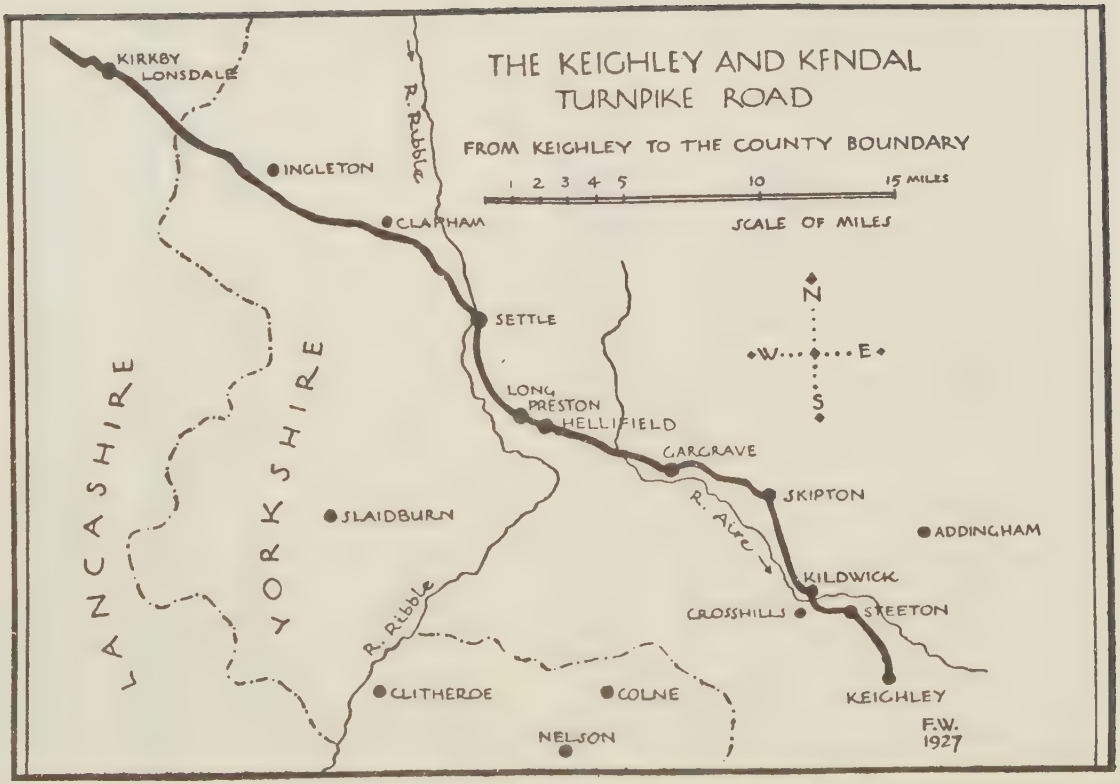
Kildwick Hall,
Near Keighley, Yorkshire.
March, 1927.

PREFACE TO THE SECOND EDITION.

In response to the suggestion received from many friends, the Second Edition is furnished with a set of maps, executed by Mr. Fred Williams.

I have also added a note by Dr. Villy on an obscure point in the history of the old road from Keighley to Steeton.

December, 1927. J.J.B.


THE KEIGHLEY AND KENDAL
TURNPIKE ROAD
FROM KEIGHLEY TO THE COUNTY BOUNDARY
1 2 3 4 5 10 15 MILES
SCALE OF MILES
KIRKBY LONSDALE
INGLETON
CLAPHAM
SETTLE
LONG PRESTON
HELLIFIELD
GARGRAVE
SKIPTON
ADDINGHAM
KILDWICK
CROSSHILLS
STEETON
KEIGHLEY
SLAIDBURN
CLITHEROE
COLNE
NELSON
R. Ribble
R. Aire
LANCASHIRE
YORKSHIRE
N
W
E
S
F.W.
1927

THE KING'S HIGHWAY IN CRAVEN.

Keighley and Kendal Turnpike Road.

In the days before railways, a main road, leading from busy and populous towns into remote country districts, was comparable to an artery along which the products of commerce and manufactures were carried into thinly peopled areas in exchange for the produce which the towns were less able to procure for themselves. With the coming of railways the highways lost much of their importance, and roads which had once been thronged with carts and carriages fell more or less into disuse. Thirty years ago it was not uncommon to see half the width of a main road, which in its day had been crowded with vehicles, no longer kept in repair. This was particularly evident in the Great North Road.

The introduction of mechanical road-transport has restored to the old roads much of their former importance, and many roads which had fallen into partial disuse are now busy as of old. To trace such vicissitudes and try to explain them by historical facts is an interesting study, and any old English road which has long maintained a regular communication between manufacturing centres and agricultural districts is worth attentive study. I have chosen the Keighley and Kendal Turnpike Road because it is one that I have known all my life and because I have had the opportunity of studying its history in the minute-books of the trustees. I have confined my inquiry to the Yorkshire section of the road.

The earliest " roads " in Britain were the tracks by which the flints and flint implements of such districts as Suffolk and the Yorkshire Wolds were carried into other parts of the island. Col. E. Kitson Clark has pointed out the importance of the natural ridge, crossing the marshy plain and connecting the Wolds and the City of York with the Western hills. It determined the line of the early trackway as well as that of the Roman road, and the later turnpike. The Icknield Way ran from East Anglia by way of the Chiltern Hills into the West, and the " Pilgrims' Way " from Dover and Canterbury along the North Downs to Winchester.

" There, when they heard the horse-bells ring,
The Ancient Britons dressed and rode
To watch the dark Phœnicians bring
Their goods along the Western Road."*

The Romans, when they came to Britain, laid down a system of roads which fulfilled the most essential requirement of a military commander—mobility of men and supplies—and we cannot doubt that these roads were of the first importance in the task of curbing the turbulent tribes, Brigantes and others, of these north-western hills.†

During the four centuries of the Roman occupation men travelled from end to end of what is now England with the long straight road ever ahead of them and the squared stone pavement (or sometimes a road-surface comparable to our " macadam ") under their feet. These great highways captured the imagination of the Saxon invaders, and the word " street " (Anglo-Saxon, straet; Latin, strata) still remains with us in

---

*Rudyard Kipling " Just-so Stories," see also Hilaire Belloc's " The Old Road."

†Alongside the Roman Wall in Northumberland and Cumberland there ran a military way which in later times fell into decay. When the army of the Pretender in 1745 entered England at Carlisle, General Wade and his army were at Newcastle-on-Tyne, and owing to the lack of good roads across the hills he was obliged to allow Prince Charles to advance to Derby before overtaking him. (Dr. Collingwood Bruce's " Roman Wall.")

many place-names, where it is generally an indication of a Roman way.

For nearly twelve hundred years after the departure of the Romans the roads of England were neglected. A paved road soon falls out of repair and travellers find it easier to strike out fresh tracks than to pick their way along a decayed pavement. Villages sprang up, founded very often out of sight of the great highways with their bands of roving men, and connected with each other by a network of roads and lanes which had to be linked up to form "the King's Highway." Some information as to these roads would be very helpful in following the campaigns of our English wars—the Wars of the Roses, say, or the Great Civil War. A map of England *circa* 1300, preserved in the Bodleian Library, Oxford, gives some of the main roads, and Hollar's Maps (1644) also mark some roads, but the first map to give the roads of Yorkshire in detail is Jeffery's Atlas of 1773. It was published before the great turnpike "improvements," and no doubt the roads shown in it were as they had been from time immemorial. The road-book of Ogilby (1675—see page 21) and Warburton's map and notes (1720—see page 21) are useful for the details of certain main roads, and with these and the Ordnance Map as a check the student would be able to follow intelligently the movements of armies in Yorkshire.

After the partial disappearance of the Roman roads in the Dark Ages, the mediæval conception of the "King's Highway"* was not, as in our day, that of a metalled roadway, but rather that of a "right of passage for the King and his subjects over another's land." The material structure of the road was neglected, and in many places it was not expected that it could be used for wheeled traffic in winter. In Cumberland, as late

*The history of road-making in England has for the first time been concisely and clearly written by Sidney and Beatrice Webb in "The Story of the King's Highway" (Longmans, Green & Co., 1913) and to this work I am indebted for the information I have endeavoured to summarize in these paragraphs.

as 1792, in the Spring of the year, the surveyor used to call on the people to "open the tracks over the commons." Macaulay, perhaps, exaggerated the difficulties of travel in the 17th Century, but his description can be supported by many examples cited by Mr. and Mrs. Webb.

From time immemorial the duty of repairing the highway had fallen upon the inhabitants of the parish (in Yorkshire the "township") through which it ran. The Highway Act of 1555 re-enacted this customary liability, and, further, provided that all the inhabitants above the position of a hired labourer were to come together with horses and carts and give their labour for six days in the year to repair the roads. The thankless job of organising this "Statute labour" was assigned to one of the inhabitants, who was appointed "Surveyor" for the year by the Magistrates at Quarter Sessions. Such an arrangement was both cumbrous and inefficient; as an eighteenth century writer sarcastically observes, it could only succeed in removing the nuisances "that prevented the roads from getting better of themselves." Most of the travel on the roads was on horseback, and when wheeled carriages came into use, in the Seventeenth Century, the farmers who drove their cattle and the riders of horses resented the introduction of the hard metalled surface, just as their successors to-day complain of the smooth and slippery tar-surface. It is strange that the new road users—the stage-coach travellers—did not realise how unjust it was, in Macaulay's words, "that a route connecting two great towns . . . . should be maintained at the cost of the rural population scattered between."

The reign of Charles II. marks an epoch in the history of English road maintenance. In 1663 and for several years afterwards, special Acts of Parliament were passed for particular counties empowering the Magistrates in Quarter Sessions to levy tolls to maintain the highways. For fifteen years it looked as though Quarter Sessions (the predecessor of the County Councils) were going to have the direct control of the main roads, but the attempt at reform came to nothing, and in the end

Parliament fell back on the characteristically English method of leaving the matter to private enterprise. In 1706 we have the first instance of a "Turnpike Trust," when a body of private persons were appointed to manage a highway between Fornhill in Bedfordshire and Stony Stratford in Bucks. This was the beginning of the great system of Turnpike Trusts and Turnpike Roads, which increased so enormously that eventually twenty-three thousand miles of English roads were managed in this way.

Much has been written about Turnpikes, and a good deal has been said about the greed of the Trusts, but whatever may have been the case with the farmers of the tolls (and even they were controlled by a schedule of tolls), the trustees themselves derived no pecuniary benefit and we may be very thankful that, in times when the central government did nothing, private individuals were willing to find the money for so many of the fine roads we have to-day.

The Turnpike system has so completely faded from memory that it is necessary to recall the fact that its original purpose was to keep in repair the existing roads rather than to make new ones. The commonly held idea of a Turnpike Trust is that the trustees laid out and made the roads, just as our railways and canals were made, and then proceeded to levy exorbitant tolls on those who used them. What really happened, in most cases, was this. By a private Act of Parliament the maintenance of an existing highway was entrusted to the management of a body of trustees comprising most of the landowners and people of standing along the line of the road. They were empowered to set up toll-gates and levy certain specified tolls on all users of the road, and from these tolls they had to keep the road in good repair. In the Appendix I have given instances of Turnpike Trusts in Yorkshire, where in some cases no new stretches of road were ever made.

Remembering that in most cases the trustees did not at first make any new roads, but did impose tolls where there were

none before, it is easy to understand the unpopularity of Turnpike Trusts. The ordinary countryman was quite content to have the old road with all its faults, but free from tolls; while the traveller had often good reason for complaining that the trustees levied the tolls but did not maintain the roads. The obvious reason was that they could not spend what they had not got; the nett receipts did not pay for the repairs. There is a characteristic grumble at the system in Dr. Whitaker's "History of Craven" (1st Edn., 1801, page 24). After describing a Roman road as consisting of "a substratum of large pebbly gravel spread on the surface of the morass and covered with large flat paving stones above," he goes on to say:—

> "This method of constructing military ways was copied and continued by our immediate ancestors, though upon a smaller scale, in those durable causeways which, imitating in this also the Roman fashion, they carried in right lines through bogs and over fells, and which have been superseded within the last forty years only by turnpike roads. These well-planned but ill-executed works have indeed opened the scenery of vallies and added warmth and shelter to expeditions, but, after flattering the traveller for a few years by their compact and even surfaces, have left him, for the most part, little reason to triumph in the change of rugged, but durable pavements and of the *ananta kaṭanta* (ups and downs) of the hills, for the knavery of surveyors or the negligence of trustees, for a road sinking once more into the subjected bog or worn down to the shelving surface of the parent rock."

Besides the tolls the trustees were entitled to call upon the "Statute-labour" of the district, but this was not of much help, being small in amount and difficult to manage and assess.

The history of English turnpikes in general, and of the one we are concerned with in particular would be of little interest if the trustees had been content with maintaining the roads as they found them, and had never made any new ones. The method by which this was done without the help of public money is a good example of private enterprise directed to public ends in the manner we so often find in the history of English local government.

When a body of trustees had decided to make a new stretch of road (a "diversion," as they called it), they raised the

necessary capital by advertisement in the newspapers or by personal appeals to their friends. They offered 4½ per cent. or 5 per cent. interest with ¼ per cent. " promotion money," *i.e.*, commission where necessary. The security was the income from the tolls authorised by the private Act of Parliament under which the trust was set up. The road itself and the " diversions " proposed could not be pledged, as they were public highways, and the trustees were not personally liable. In modern financial phraseology, we may describe a Turnpike Trust as a kind of joint stock company in which there were no ordinary or preference shares, but only debentures or loans, created as required, and secured only by the statutory right of the trustees to levy tolls, a right which might or might not be renewed by Parliament when the private Act expired.

In the hey-day of turnpikes it was not easy to find safe and profitable securities for the investment of trust-funds, so that turnpike-loans were looked on with favour by cautious investors. Alas for human foresight! With the advent of railways most of the " Debenture-capital " disappeared, as we shall see in the history of our road, and the creditors had to be satisfied with the knowledge that, in finding the money for new and better highways, they had been public benefactors. Will our canal and railway shareholders fare the same? Financial burdens brought the great turnpike system to the ground, but not before many hundreds of miles of new road had been constructed. The Keighley and Kendal Turnpike Trust had an honourable share in this work, as we shall see. A debt of nearly £34,000 was incurred, and about thirty-five miles of narrow, winding, and often mountainous, road converted into the highway as we have it to-day, a work of which the trustees had no reason to be ashamed, and for which we owe them a lasting debt of gratitude.

It will be convenient to divide my subject into four parts:—

1. Some notes on the early history of the trust as told in the minute-book.
2. A short survey of its financial history, with a note on Tolls.

3. A survey of the original highway taken over by the trust.
4. A history of the " diversions " made by the trustees.

THE EARLY HISTORY OF THE TRUST.

Shortly after 1750 there was a movement, in this part of Yorkshire, for putting the highways under Turnpike trustees, and in 1753 the private Act was obtained for the road between " Keighley in the Westriding of Yorkshire and Kirkby in Kendal in Westmorland." It was an important highway between the manufacturing districts of Yorkshire and Westmorland, not only for the exchange of agricultural produce and manufactures, but also for the traffic in half-manufactured material such as combed wool sent to be spun in the farm houses and villages, or warp and weft for the handlooms; "Before the Turnpike roads were made, when waggons came into use (whose contents are not so easily calculated) about thirty pack-horses came into Kendal from Settle every week " (*Nicholson and Burns' " Westmorland "*)* This road is described in the preamble to the Act as being " from the narrowness thereof in many places and the nature of the soil very ruinous and in great decay and, not only impassable for wheel-carriages, but very dangerous for travellers."

In the Act, a great number of gentlemen are appointed trustees, and about forty of them attended and " qualified "† at the first meeting, which was held at " the dwellinghouse of Robert Johnson in Settle," but all through the history of the

---

*In 1774 when a canal was projected to serve the town of Settle it was stated that, " Great quantities of goods and merchandise now pass by land-carriage at a very great expense from London, Hull, Sheffield, Leeds, Halifax, through Settle to Kendal and the N.W. parts of this kingdom, and of heavy manufactured goods from Kendal to the London market and other places." See also Appendix No. IV.

†The oath sworn and subscribed by every trustee on appointment ran :— " I, A.B., do swear that I am truly and *bona-fide* in my own Right or in the Right of my wife in the actual possession or enjoyment or receipt of the rents, &c., of freehold, &c., of the clear yearly value of £100 above Reprizes or of personal estate above, or real or personal estate together to the amount of £3,000 more than sufficient to pay all my debts."

Trust a few trustees did all the work, and these mostly from the Settle district. Well-known names, such as Farrer, Ingilby and Birkbeck constantly occur, though at a later date Mr. Garforth, of Steeton Hall, and Mr. Greenwood, of the Knowle, Keighley, were active trustees. The minute-books in which their doings were recorded were deposited at the County Hall, Wakefield, by the late Mr. Vant, of Settle, solicitor. There are six volumes, 1753—1763, 1787—1815, 1823—29, 1829—43, 1843—55, 1855—1878. The minute-books, 1763—1786, and 1815—1823, are missing.

The first trustees were active in their work, as the following extracts show:—The width of roadway agreed upon was 7 yards, of which 5 yards were to be kept up as a metalled track. A carefully-made drawing is given of a toll-gate, showing a large padlocked gate and a smaller gate with a bolt operated from within the toll-house. Contracts were made for road repair, *e.g.*:—

> John Birtwhistle agrees to repair the road "from the end of his undertaking on Conistone Moor to the gate going upon Tarn Moor at 12/- per rood, to be stoned like Parson's contract, but to be first covered after stoning with the materials at the side of the road, and then with good gravel if it can be had within half a mile, if not, with a solid covering of stones to be broken." The last clause reads like an anticipation of "Macadam."

Again:—

> 1762, April 28. The road between Keighley and Skipton (more than 9 miles in length) was ordered to be "Completed at 4/- a rood and to be kept in repair for £20 a year"! "stoning the same 4 yards wide, 12 inches deep at the crown, and sloped in Turnpike-like manner to 6 inches at the sides, the stones to be well broken quite through and then covered with good gravel."

Parliament was always trying to protect the roads against the use of tyres too narrow for the weight of the vehicle, and we find, for example, a prosecution ordered against Robert Johnson, of Bentham, for "travelling upon the Turnpike road with a narrow-wheeled waggon, drawn by five horses."

BRIDGES.

SKIPTON, WALLER BRIDGE.

1758. "The parish bridge of Skipton called Waller Bridge over Waller Beck stands out of the direct line between Keighley and Kendal, and if the same were taken down and re-erected in the said road it would be more commodious for travellers and passengers." Six months later there was a levy of 6/- on some Skipton people for the "statute labour" due from them over this matter.

STEETON BRIDGE.

In 1753 a bridge was built over the beck in Steeton village at the foot of Steeton Bank, "in the place where the old one is." It was to be "6 yards wide with the battlements, 4½ yards between the springers, the battlements to be three-quarters high above the pavements and well secured with iron clamps." John and William Redmayne, Timothy Moorhouse and John Sugden agreed to build it for six guineas and some of the old materials. The trustees at the same time decided that the road should run "on the way now used" i.e., by the existing road and not by the alternative one which, as Dr. Villy has pointed out, branched from Steeton Bank, and crossing the beck above the bridge ran out by the still-existing Wood Street into Hob Hill Lane

SKIPTON—MILL BRIDGE was repaired.

YARLSBER BRIDGE, between Clapham and Ingleton, costing £16; RUNDLEY BECK BRIDGE and SKIRBECK SYKE BRIDGE, between Long Preston and Settle, both of them arched bridges of stone; "GALLABER FFLOSH" BRIDGE to cross the soft ground at Gallaber, north of Hellifield, an arched conduit; and HELLIFIELD BECK BRIDGE, an arched bridge of stone, were all ordered to be built.

CONISTONE BRIDGE and HIPPIN HALL BRIDGE are referred to as though newly built.

MILESTONES, ETC.

In 1760 it was ordered that "Mr. Knowles provide horse-in-stones between Settle and Kirkby as shall be necessary." Of these one, presumably, stands by the Ebbing and Flowing Well and one near Crow Trees Farm.

Purchases of Land.

The landowners along the road did not show any great generosity in selling the land necessary for improving the road, the price often ran to £50 an acre. In 1753 the trustees adopted the sensible course of asking the sheriff to summon a jury to assess the price. In 1823 Mr. Harrison " of Oxfordshire " asked £500 an acre. His agent refused Mr. Blake of Rylstone as arbitrator, and in the end Mr. Sagar of Bank Newton was called in and awarded £90 for valuation and £145 an acre for the land. Other examples of purchases of land are:—

1755—Keighley, from Jeremiah Booth, part of " Scanthorpe," 3/- per rood. Keighley, from Mr. Watson, part of " Scanthorpe " and " Flosh " closes, 2/- per rood.

1754—Steeton, from John Baynes Garforth, " Wilson's Croft " at £50 per statute acre. Steeton, from John Baynes Garforth, " Braceletts " at £25 per statute acre.

1756—Gargrave, from Ann Airton, up to £50 per acre.

1761—Gargrave, from Thomas Somerscales, at £70 a customary acre, "*i.e.*, 7 yds. to the rod, pole or perch."

The only recorded instance of land being *given* deserves special mention. Mr. Josias Morley, of Giggleswick, was the donor.

The minute-books are full of material of local and personal interest, but the above extracts must suffice. The story of the making of the modern road and the financial history of the Trust, as I propose to set them out, are, of course, drawn from the further minutes of the trustees.

THE FINANCIAL HISTORY OF THE TRUST.

As has been already stated, the history of the Trust begins with the Act of 1753, which was renewed by further Acts in 1778—1790—1823—1855. By the Act of 1778 the Yorkshire and Westmorland portions of the road were placed under separate trusts. It may be noted that in 1753 Mr. Bawdwen was paid

£530 " in full payment of his charges for obtaining and passing the Act." The Act of 1823 cost £835 15s. 11d.; that of 1855, £486 16s. 5d. The rate of interest remained at 4½ per cent. for more than fifty years, but in 1823 the trustees were obliged to pay 5 per cent.* The Act of 1790 charged £3,520 on the " Yorkshire district " for its share of improvements to the road, and liabilities continued to be incurred as further stretches of road were made, until, in 1825, the total debt was stated to be £33,212 15s. 6½d. The following record of a meeting held in 1826 shows how the trustees had to raise money:—

> " The funds of the road being at present in a low state, and the proprietors of the Craven Bank expressing disinclination to make further advancements, Mr. Garforth has proposed to advance £300 or £400 as a temporary relief for the prosecution of works now in progress on Coniston Moor, on the credit of £650 to be received from the County in September next as a gratuity towards the expenses of building the new bridge near Ingleton. The Craven Bank agrees to make the requisite advancements on the same conditions. Resolved:—To thank the Bank and also Mr. Garforth for his very considerate offer and that these thanks be communicated to him with the expression of a hope that he and his friends at the South end of the road " (Mr. Garforth lived at Steeton Hall, three miles from Keighley) " may be induced to make or promote a permanent loan to the Trust in relief of the very heavy advancements already made by the Craven Bank in aid of the important diversions of the road. Not a shilling of the £26,000 for the purpose of these great improvements has been advanced or procured to be advanced by the trustees at the South end of the road."

The truth of the last rather pungent observation is borne out by the list of those who had loaned money, but it may be urged in mitigation that most of the spare capital at the " South end of the road " was at that time required to finance the infant worsted trade. Moreover, 1826 was the year of the great Butterworth panic, as well as of panics and failures in all parts of Britain.

---

*In 1796 3 per cent. Consols could be bought at about 60, thus yielding 5 per cent., but no doubt local investors preferred something more familiar than Government Stocks.

The Railway Era was already opening, although it was not until 1847 that the "Little North-Western" was completed through Skipton to Lancaster; the "Decline and Fall" of the road had begun. The trustees tried, with varying success, to make both ends meet. In 1827 the receipts were £4,867 and the outgoings £6,203. In 1833, and for some years afterwards, there was a surplus and some of the debt was repaid, although at the expense of the road. In the estimates under the heading, "Upkeep of the Road," there is very often a footnote, "Such sums will not be spent, as there are no funds." In 1849, for example, out of an estimate of £977 for "materials and labour," only £33 was spent. The income from tolls fell off with the coming of the railway. In 1847 Mr. Bower, the lessee of the tolls, offered a bonus of £150 on his rent of £2,802 for an extension of his lease, but in 1850, after the whole of the tolls had been put up to auction at £2,200—the sum obtained the year before—they were let to Mr. Bower again for £1,133 6s. 8d., and in 1852 he was appointed agent to the trustees to collect all the tolls, handing over a fixed sum of £1,000 a year. In 1855 the rate of interest was reduced to 3 per cent., and the whole of the £1,000 received from Mr. Bower was needed to pay even this interest on the debt. What must have been the condition of the road itself?

By their Act of 1855 the trustees were empowered to cancel all arrears of unpaid interest on the debt of £31,867 16s. 8d. and to apply their income from all sources:—

1. In payment of the cost of obtaining the Act.
2. In expenses of management (including repairs to toll-gates) up to £65 per annum, exclusive of toll collectors' salaries and of law charges.
3. In the payment of interest on the debt at £1 15s. 0d. per cent. per annum.
4. In reducing the debt.
5. (A bad fifth!) in maintaining and improving the road.

New trustees were appointed and every effort was made to repay the debt. The creditors received $1\frac{3}{4}$ per cent. interest instead of the old 3 per cent. and 5 per cent., while about £50 a year was spent on the *whole* road, which cost (in 1913) about £160 *a mile* to keep in repair.

Whenever a few hundred pounds had been accumulated, the creditors were invited, in a kind of Dutch auction, to state the lowest amount each would accept in discharge of his loan. The lowest tender was accepted, and many of the creditors were only too pleased to accept one-third of the sum which they or their ancestors had advanced. This process went on until 1878, when, by a sort of financial euthanasia, the debt and Keighley and Kendal Turnpike Trust expired together.

THE TOLLS.

The Tolls system, with its Toll-bars, Toll-farmers and Turnpike-men was the most characteristic and best remembered feature of the turnpikes, besides being the principal source of revenue for the trustees, but it was a system difficult to manage and open to much fraud and peculation. The trustees of our road tried, at first, to collect the tolls by their own servants, paying the gatekeepers £10 a year and expecting them to be on duty from 4 a.m. to 11 p.m.! No wonder the system was abandoned after a short trial, and the plan, general all through the country, of "letting" the tolls was adopted. The right of collecting the tolls authorised by Parliament was put up for sale by auction* and sold to the highest bidder who thus became the "farmer" of the tolls at one or more of the toll-gates. After paying the collectors he had the balance between the tolls

*The Turnpike Act of 1822 laid down rules for conducting these auctions:—"The Trustees are hereby required to provide a Glass with so much Sand in it as will run from one end of it to the other in one minute, which Glass at the Time of letting such Tolls shall be set upon a Table, and immediately after every Bidding the Glass shall be turned and as soon as the Sand is run out it shall be turned again and so for Three Times unless some other Bidding intervenes, and if no other person shall bid until the Sand shall have run through the Glass three times, the last Bidder shall be the Farmer or Renter of the said Tolls.

received and the sum he had paid the trustees for himself. It was a speculation, and doubtless often a profitable one, and toll-farming was as well-known a business as any other. Unless the farmer sub-let the collection of the tolls to the turnpike men it is not easy to see what check he had on them.

From such items as "Money spent at the lettings for the bidders," we may guess that a "toll-letting" was not a "dry" function, and I have seen in a family record the significant entry, "Thrown from a gig and killed driving home from a toll-letting."

Toll-bars and their keepers have furnished humorous "copy" for writers innumerable, and even the dusty minute-books of our trustees, dull enough for the most part, are enlivened, occasionally, on this subject by touches of unconscious humour. Thus, "Mr. ffountaine (himself a trustee!) being charged with bilking the turnpike at Clapham acknowledged the fault and promised to pay the toll to prevent process," or again: "That the clerk acquaint the collector at Long Preston that upon inspecting his accounts the trustees have reason to suspect his honesty, and that he appear at the next meeting and justify his conduct, or else he'll be turned out of office."

When the main roads were thus made subject to toll, there was a great inducement to travellers to seek for toll-free by-roads, and local knowledge could be turned to good account by country people willing to act as guides. In conversation with Mr. Gill, formerly gamekeeper on Ilkley Moor, I learned that his father had been a well-known guide of this kind.

I have collected in an Appendix some notes on the toll-bars on the Keighley and Kendal Road.

A DESCRIPTION OF THE PRE-TURNPIKE ROAD.

Anyone standing on the top of the hills near Keighley, and looking to the North-west, will remark how the Malham Fells

sink down into a series of low-rounded hills forming an easy approach from this part of Yorkshire into Westmorland. Beyond this gap in the Pennine Hills the Lake Mountains are visible, and it has always formed an easy road from the north-west into Yorkshire. By this route the Tenth century Norsemen came down from Cumberland, leaving traces of their presence in some of the place-names, and in the pre-Norman churchyard crosses of the Aire Valley, and that such an obvious route should be utilised by the Romans for a military road is highly probable. Dr. Villy, of Keighley* has found traces of two such roads, viz.:—

(*a*) From Keighley by Hollins Lane, Steeton, Eastburn, Cross Hills and over Glusburn Moor to Elslack, and perhaps forward to Paythorne across the Ribble.

(*b*) From Ilkley to Skipton, and thence by Gargrave, Coniston Cold, Hellifield, Long Preston, Settle, and Clapham, following pretty closely the road we are about to trace.

Between Cross Hills and Skipton there is a gap of about five miles, and the guess may be hazarded that in mediæval times these two roads were linked up by a track for which the fourteenth-century bridge at Kildwick was built. Whether this be so or not the old Keighley and Kendal road was for several centuries an important highway. Most of it still remains, and it is well worth the while of anyone who does not mind a rough and hilly track to follow the old road for the sake of the views to be obtained. As William Cobbett long ago remarked, "Those who travel on turnpike roads know nothing of England." The most notable views are those from Steeton Bank, Hamblethorp near Bradley, Long Preston Moor, Buckhaw Brow, and from the old Clapham-Ingleton road.

Besides Jeffery's Atlas (1773) mentioned above, we are fortunate in having two detailed descriptions of most of the road,

---

*See "The Antiquary," (January and February, 1915) and the (Bradford) Antiquary, 1913 and 1914

each of them more than two hundred years old—Ogilby's Road Book and Warburton's Notes.

Ogilby's "Britannia" was first published in 1675 in 100 folio copperplates; there were many later editions, some of them much reduced in size (see Dicty. of Nat. Biog. "Art. Ogilby"). His plan is to depict the road in a series of parallel columns running like large ribbons down the page. Along the road in each case he gives the hills, streams, bridges, towns, villages, etc., as well as all branches from the main road. The Keighley and Kendal road appears as part of two main routes, viz.: The Keighley-Skipton portion under the "London to Richmond" road section, which ran by Kettlewell and Middleham, and the Skipton - Clapham portion under that headed "York to Lancaster"* It is interesting to note that in the Bodleian Library map referred to above there is shown a road from the South which runs from Wakefield through Bradford, Skipton and "Setall" to Kirkby Lonsdale and Kendal—the road to Shap and Penrith branching off at Kirkby Lonsdale.

About 1720 John Warburton (see Yorks Arch. Journal, Vol. xv., p. 61) was collecting material and making surveys for his great map of Yorkshire, and his notes of our road are fortunately preserved among the Lansdowne MSS. in the British Museum. (MS. 913, f. 233.) Measuring the road very exactly, he gives in columns the length and direction (by compass) of every portion of road between its deviations, with notes as to side-roads, views, principal houses, bridges, villages, etc.

An abbreviation of these notes with comments of my own will serve as a description of the old road in its course from Keighley to Skipton.

---

*The Settle people called this the "Judge's Road," seeing as they did the King's Justices "riding circuit" from one Assize town to another over the rugged hills from Long Preston. Another road from York to Lancaster crossed the Ribble at Cow Bridge between Long Preston and Wigglesworth and ran by Slaidburn and the Trough of Bolland. A Quarter Sessions Order of 1639 speaks of Slaidburn Bridge as being "in the King's Highway between the city of York and the town of Lancaster." (Yorkshire Archæological Journal, Record Series, Vol. LIV p. 135.)

In his journey up Airedale, Warburton finds himself at Keighley "Come to ye cross at Market-day, Wednesday," and no doubt the topographer and his measuring-wheel were objects of much interest to the townspeople and "parishers" that market-day. Next day (July 3rd) he starts: "Began to survey from Keighley Cross* to Skipton." Beginning at the place still known as "The Cross," his route took him down Changegate (for North Street was not yet made) along Cooke Lane, and in a direct line, across the site of the Institute, Lord Street, etc., past the site of Sandywood House to Low Spring Gardens Lane at a place known as "The Flosh," and so by Low Spring Gardens, and Hollins to the top of Steeton Bank. He describes the view thus: "Common on ye Left, a great valley, meadow and arable ye Rt., Handson Hall† Holden Lodge, a house on ye Rt. called Hollens, and a stone wall ye Rt. Silsden Village lies N.E., .08 degrees at about 1½ m. Holden Beck Ho., ye River winds in ye valley to ye Rt."

Descending by the steep "Bank" into Steeton the road crossed the beck and ran, as it does now, in front of Hob Hill, and so direct to the beginning of Harewood Hill. Here it made a right-angled turn down to a place afterwards called "Nanny Grave Hill" (after some poor suicide buried at the cross-roads), and so, turning left, by Lyon House—"Ye Red Lyon Inn," of Warburton—to Eastburn Bridge—"cross Eastburne beck a stone bridge."

This is an old bridge. In 1642 it was reported to Quarter Sessions:—"That there is and hath been time out of mynde a bridge called Eastburne bridge within the parish of Kildwicke in Craven, in the high streete or roadway between London and Kendal for all passengers and travellers who continually do travel that way with packes and other carriages." It was ordered that although it was repairable by the

---

*See Appendix V.

†In Bowen's Map, which seems to be copied from Warburton's, the names Holden Lodge, Holden Beck House, and Handson Hall are given to the houses called in the 6 in Ordnance Survey of 1848, Upper Holden, Lower Holden, and Holden Park (Golf Club) respectively.

Wapentake of Staincliffe the County should contribute £40 towards the repairs but only " as a gratuity," and although on a main-road was, until 1924, a " Wapentake " bridge. From the stonework of the arches the original bridge appears to have been widened twice.

From Eastburn Bridge the road ran to Cross Hills at what is now Lothersdale Road Corner; " a Rd. ye Lt. to Elslack and back direct to Glusburne." In Ogilby's diagram the Lothersdale or Elslack road is marked as an alternative road " to Kendall," and we shall meet with the other end of it at Long Preston. It is the line of the Roman road suggested by Dr. Villy.

At Cross Hills the road turned sharply to the right, and passing the present Kildwick Station crossed Kildwick Bridge into Kildwick Village. Some part of the road along this line is now raised on masonry supports, some six feet above the valley-level. There is no mention of this in Warburton.

In the " Book of the Bridges " at Wakefield it is, in 1752, described as " a causey built of rough stone and paved with boulders," and Mr. Stell of Sutton has shown me the contract made in 1720 by the Kildwick Churchwardens with certain masons to complete a stone causey at the South end of the bridge three yards in breadth " in a direct line as His Ma'tie's Highway will allow to leave a way below for his Ma'tie's Subjects for Carts and Carriages towards the Cross hills " . . " to be well walled on each side with Lime and Sand and filled in the middle with small Stones and Gravel and paved on the Top from one end to the other. And also to make and erect a Battlement on the N.W. side thereof from one end to the other 2 feet high and 8 inches thick or broad with Parpoints and Hewn Stones and to make tenn sluices or fflood gaps in the sand causey 21 inches wide."

Kildwick Bridge must be one of the oldest bridges in the North of England. In the compotus or Account-book of Bolton Priory in the year 1305 is the entry " In constructione pontis de Kyldwyk 21 li. 12s. 9d. " In the building of the bridge of Kyldwyk, £21 12s. 9d."

The Western side of the bridge, consisting of two round and two pointed arches, all with groined vaulting, appears to be the canon's work of 1305. The Eastern side was built by the County in 1780 to widen the roadway, and what are really two separate bridges stand side by side and are, of course, joined one to another.

The present highway from Kildwick to Skipton was not then made, nor the canal, and Warburton goes on to describe the old road as it climbs the shoulder of Farnhill Moor, through Farnhill Village, along the edge of Farnhill Moor, with the slopes and crags of the Moor on the right, and passing Hamblethorp (marked as "Humblethorp Park" in Ogilby's diagram, and once a possession of the Knights Hospitallers) descends by a steep and dangerous hill into Low Bradley.

"Kildwick Church ye Rt.—a street back direct to Silsden—Kildwick Hall 2 furlongs ye Rt.—leave ye village—Houses scattered both sides—Farnell village—away ye Left to Farnell Hall ½ furlong ye Left—Farnell Wood and a wall ye Left—ye Common ye Rt.—Royd's House over ye River S.W.77. about 7 furlongs—Cononley Hall and village S.W.80 about 6 furlongs—ye end of Farnell Wood—ye River 4 furlongs ye Left, very crooked—a house ye Left ("Hamblethorp")—ye wall continues—enter a lane—enter Low Bradley."

Warburton overlooks the junction with the road in High Farnhill of the road from Silsden, now called White Gate. It was sufficiently important to have a milestone (still *in situ*) giving the distances to Otley Skipton and Keighley in the old "customary" miles. The road went from Low Bradley over the shoulder of the hill to Snaygill and along the line of the present road into Skipton at the "Ship Corner."

"Enter Low Broadley -Houses scattered both sides—a street ye Rt. into ye Towne" (the lane leading to Bradley Hall) "leave ye Towne a lane- cross Broadley Beck—a lane ye Rt. to Uper Broadley—Carlton Biggen lies N.W.85 about ½ mile—Carlton Church lies N.W.—enter Skipton—a road ye Left to Carlton, cross Walton Brooke, a stone by the arch—Houses both sides—a street ye Left" (Swadford Street, "Come to ye cross at Market-day, Saturday." The measurements in the original fix the site of Skipton Market cross at 30 perches—that is 165 yards from the end of Swadford Street.

From Skipton to Settle we have the maps in Warburton and Ogilby. From them we find the road leaving Skipton at the church, crossing the stream by Mill Bridge, ascending the Raikes and descending by "Sterton" and "Thaulby" into the line of the present Gargrave road. It followed the present line to

---

Holme Bridge mentioned 1648. (Quarter Sessions Records.) See page 25.

Gargrave, except at one point half-way between Skipton and Gargrave, where a green track over the shoulder of a hill marks the old road. This is "Stoney Bitts," and we shall read of it again when we read of the "diversions" made by the trustees. Eshton Beck was crossed by a stone bridge, the predecessor of the present Holme Bridge, which bears the date 1814. Nearly all the bridges on the road are marked "stone bridge" by Warburton or Ogilby. Defoe remarked, in the 17th century, that the bridges of Yorkshire and Durham were of stone, so that he did not remember to have seen one of timber from the Trent to the Tweed ("The King's Highway," p. 108). When Gargrave Bridge was rebuilt of stone in 1638, it was stated that "it must of necessitie be so because there is no tymber in that part of the countrye fitt for that worke." The countryside has altered much since then in this respect.

In Gargrave, Warburton notes a side-road "to Otterburn." This is the lane which runs behind Gargrave House, crosses the Aire by an old pack-horse bridge at Bell-Busk, and continuing through Otterburn joins the old road to Settle on the moor. It is spoken of by Speight ("Airedale," p. 263) as an earlier road to the north, but I have no further information about it.

Beyond Gargrave the road followed the present line, mounted the hill called Coniston Cross (said to be the site of a wayside cross) and, descending to the Aire, crossed it by a stone bridge (the predecessor of the present one) and reached the village of Coniston Cold. At Fogga* Farm, a little beyond the village, the old road can be seen on the right as a green track running across Col. Tottie's land towards the depression which Dr. Whitaker ("History of Craven," 3rd Ed., p. 237) calls Sweet Gap (some of my friends insist on the name "Scot's Gap"), and which he states is the traditional site of the defeat of the men of Craven by a band of raiding Scots after Bannock-

---

Cold Coniston Bridge, 1610, to be repaired by the Wapentake, the inhabitants of Gargrave to lead the timber. (Quarter Sessions Records.)

*At Quarter Sessions, 1689, Benjamin Rycroft was fined £10 "if he will not repair the way through his close at ffogga."

burn. The old track rejoins the present road at Switcher's Farm, where the coach-horses used to be changed. From this point through Hellifield to Long Preston the old road followed more or less the present line. Ogilby's Map notes "Hellifield Pele," and just south of Long Preston, "Almes Houses and a Chappel"; again "a stone bridge" at Long Preston.

Branch roads "To Coun" are marked at Coniston and Hellifield, and at Long Preston one is marked to Keighleigh, the very place we have started from. This is the Northerly end of the road beginning at Cross Hills. It runs from Cross Hills over Gib to Elslack and by Ingthorpe Grange to Swindon and Hellifield. On Glusburn Moor it is joined by a road from Halifax which crosses the moor by Fly Flats and Withens to Oxenhope and runs by Haworth, Lord Lane, Lane Ends, Slithery Ford and under the crags at "Wainman's Pinnacle." Where it crosses the old Colne road below Carr Head, is a much-defaced milestone giving the distance (in "customary" miles) to Haworth and Settle, and no doubt it was the packhorse road between Halifax and Settle. Slithery Ford is referred to in the Quarter Sessions order-book as being in the King's Highway.

From Long Preston to Settle the difference between the old and the new road is very striking. The new road runs along the valley nearly on the level, while the old road strikes boldly over the moor, crossing Hunter Bark at 1,000ft. above the sea. Warburton's map notes "Wigglesworth Hall" and "Coppelside Hall" across the Ribble, which is shown with a very serpentine course. On the ascent from Long Preston there are traces of an older road, known as the Queen's Street, to which Dr. Villy, in his article quoted above, assigns a Roman origin. Both the maps are very emphatic (in their hill shading) as to the size of the hills and especially as to the steepness of the descent into Settle. Dr. Miall has remarked, when speaking of the evidences of ancient marshes in Craven, that "the old road from Settle to Long Preston made a great circuit along a rough and precipitous hillside instead of taking the level plain."

For a description of the old road from Settle to Clapham, I am indebted to notes furnished me by Mr. Thomas Brayshaw of Settle, who some years ago published extracts from the first

minute-book of the trustees and from the by-laws of the manor of Giggleswick in 1564.

From Settle Market-place the road went down the narrow street known as Kirkgate, because it was the way by which the Settle people went to their parish church of Giggleswick. Before reaching the river it turned sharply to the right to Settle Bridge, "a stone Br. over Ribble" (Ogilby), having crossed which it ascended Bell Hill and descended into Giggleswick Village.

The present direct road from Settle to the bridge was made in 1804, but there was formerly a footpath, and in 1680 the Settle Court Leet and Vestry ordered a "payne of 3/4" against "anyone that rides of the Northfield being the Church footway between Settle and Giggleswick Bridge."

Returning to the Kirkgate Road, at the sharp turn above referred to, there was once a road which ran straight forward to a ford called "Kendalman's Ford" below the "King's" or "Snuff" Mill, and up what is now a narrow lane into Giggleswick at a point near Bankwell called Brayshaw Gate. There is a tradition of a former inn called "The Traveller's Rest," whose landlord was obliged to guide travellers over the ford, and a bell is said to have been kept at "Bell Hill" for the same purpose. It is strange that Jeffery's Map (1773) marks "Kendalman's Ford" as the main road, and not the road over Settle Bridge. It certainly avoids the steep descent into Giggleswick, and for waggons the corner at the bridge may have been awkward. A respectable map-maker would surely not indicate an alternative route to avoid a toll-bar, and it is most probable that Jeffery himself would have replied, with Dr. Johnson, "Ignorance, madam, pure ignorance."

Between Giggleswick and Clapham there are three lines of road:—

(1) The road over High Rigg to Lawkland and Cross Streets (or Cross o' Streets) and forward on the present line to Clapham.

Ogilby's diagram gives this as the main road in his day. He notes "Lakeland Hall" and "Yokeland" Village and a stone bridge over Austwick Beck. He indicates, by hill-shading, the steepness of both sides of High Rigg. Dr. Villy has found traces here of a probable Roman way.

Although the road we have been following is described by Ogilby as the York and Lancaster Road there is some evidence that from near Paley Green, between High Rigg and Lawkland, there was another way to Lancaster running, by still existing lanes roughly parallel with the railway, either through Keasden or joining the other road on Newby Common. At a turning beyond Paley Green is an old milestone giving the distances to Settle and Lancaster—2 miles and 16 miles ("customary") respectively. Again, at Skipton Quarter Sessions, 1639, the inhabitants of Austwick were ordered to repair "the King's highway within the parish of Clapham in a place called Austwicke leasings" which I take to be the farm called "Lawsings," ½ a mile S.E. of Clapham Station. This appears to be the line of the traditional "Judges," or "Sherriff's," way, which, coming from the south, left the old road on the top of the hill before the descent into Settle and followed the existing lane to Runley Bridge, and so by the ford below Anley to Giggleswick Station.

(2) A lane called Back Lane on the line of the present road from Bell Hill northwards. This, as we shall see, was the line adopted by the trustees in 1753.

(3) The steep lane now called Mill Hill, running from Giggleswick Village behind Catteral Hall and joining road No. 2 at the Limekilns.

From Cross Streets these roads ran together into Clapham. From the upper end of Clapham Village the road ran in an undulating course, along the foot of Ingleborough, and, passing by Newby Cote and Yarlsber, descended steeply below Ingleton Church, and crossing the Greet Beck and the Thornton Beck, fell into the line of the present road beyond Thornton in Lonsdale, which it followed to county boundary beyond West Houses.

1602. Clapham Bridge "over the river of Clapham, being the roadeway between Kendall and London."

Thornton and Ingleton Bridges mentioned 1613 and 1612.
(Quarter Sessions Records.)

Such was the narrow winding and in many places precipitous road that formed the chief means of communication with the North-West. We can picture for ourselves the difficulties of travel, for no doubt the surface was no better than the average of the country, though perhaps it would never become such a quagmire as those met with by travellers in districts where the soil was deeper and more clayey.

I am tempted, before leaving the description of the old road as it had remained for generations, to speak of a set of travellers who avoided even the old highway. I mean the great droves of Highland cattle which used to come on foot (sometimes shod for the journey) into the Craven hills, and were there dispersed at great fairs held on the Moors (*e.g.*, Boss Moor near Rylstone). Hurtley, the historian of Malham, speaks, in 1786, of the "Great Close near Malham Tarn, a field of 732 acres, where 5,000 head of cattle could be seen at one time." It was rented by Mr. Birtwhistle of Skipton, "who has had 20,000 head of cattle on this field in one summer; every herd enticed from their native soil and ushered into this fragrant pasture by the pipe of an *Highland Orpheus*." More interesting this than being crowded into a cattle truck and sold in Skipton Auction Mart! It would be a pleasant holiday task to trace out the green tracks by which these exiles travelled, living on the country and paying no tolls.

THE MAKING OF THE MODERN ROAD.

Having described the road which was put under the charge of the trustees by this Act of 1753, we have now to record the steps by which their zeal and enterprise converted that narrow mountain-track into the present highway. The records of each improvement scheme overlap in the minutes of the Trust, and it will be better to describe each scheme separately and as far as possible in chronological order.

Buckhaw Brow.

At their first meeting in 1753 the trustees decided to aban-

don the old road over High Rigg* and to put in repair "the Back Lane beginning at the high wall opposite the courtgate of Revd. Wm. Lister, and from thence to the gate at the Back Lane end and going upon Brayshaw Scar to an under-bridge at the bottom of Rawlinshaw Brow belonging to Mr. Lupton." In other words, they adopted the lane they found there, and converted it into the present road from Bell Hill to the top of Buckhaw Brow. This piece of road is one of the best-known in England, running, as it does, below the beetling crags of Giggleswick Scar, and passing the famous "Ebbing and Flowing Well." An engraving of 1778 shows a small cascade and a coach crossing it at a much lower level than the well. This road can still be traced in the plantation below the present road, but the minutes do not record, either when the road was raised to its present level or when the "Back Lane" as taken over was completed to its present width.

The poet Gray writes in 1769 :—"In approaching Settle the crags on the left draw nearer to our way" (a very tepid description for a poet to give of Giggleswick Scar) "till we descended Brunton Brow into a chearful valley (though thin of trees) to Giggleswick, a village with a small piece of water by its side, covered over with coots, near it a church, which belongs also to Settle, and half a mile further, having passed the Ribble over a bridge I arrived there." (Gray, Poems and Memoir, W. Mason, vol. 4, p. 195.) Gray appears to have missed the Well; perhaps it was not in action.

From Buckhaw Brow the old road ran straight forward past Brunton House, and then, turning left, descended Rawlinshaw Brow by a steep and dangerous pitch. The road under Cave Ha' was made later, as we shall see. From the foot of Rawlinshaw Brow the old road remains unaltered.

There is a curious entry in the Minute-book (December 1753) recording a decision to "carry the road from Rawlinshaw Brow the low way, and

*An illustration of the ancient conditions of travel may be given from Mr. Brayshaw's transcript of the old Giggleswick by-laws; possibly a reason may be found here for the trustees' decision :—"No one shall lye his dunghill to hinder carriages in the highway or suffer his wallstones to fall into the highway."

not over the Thwaites." If this refers to Thwaite Lane between Austwick and Clapham, we may see from the map that it would be possible, by following a maze of narrow winding lanes (perhaps not so straitly enclosed by stone walls as they are to-day) to reach Clapham by way of Austwick. Or, again, it may have been a suggestion from an Austwick man. Anyhow, the proposal was "turned down" and the future course of this part of the road decided.

LONG PRESTON TO SETTLE.

There is no specific mention in the minute-book of this extremely valuable improvement, but there are entries of work done at places along the new road in 1754—Merebeck, Cleatop, Anley, and Rundley—from which it is evident that the trustees had very early realised their responsibilities, although their work is so modestly concealed among the other minutes. Anyone who has pushed a bicycle over the old road will realise the importance of the improvement.

LEEDS AND LIVERPOOL CANAL.

The minute-book 1763—1786 is missing, but we know* that this canal or "navigation" was carried up the Aire Valley. Between Kildwick and Skipton the canal intersects the *old* road three times, and the following works were carried out:—

The aqueduct at Farnhill known as the "Culvert" where the old road burrows under the canal by a long diagonal tunnel with a deep cutting

A stone bridge at Snaygill where the old road falls into the present one near the Snaygill inn.

Pinder Bridge (recently replaced by a steel girder-bridge) at the entrance to Skipton.

In Skipton the "Springs" branch of the canal is crossed by a stone bridge below the Parish Church, near Holme Bridge to the South of Gargrave the road crosses the canal by the narrow and dangerous stone bridge, rebuilt by the West Riding

*See the Bradford Antiquary New Series Vol. 1 "The Leeds and Liverpool Canal," by H. F. Kilick.

in 1926, and the canal and road finally part company after Anchor Bridge beyond Gargrave, where the road crosses the canal.

KILDWICK BRIDGE.

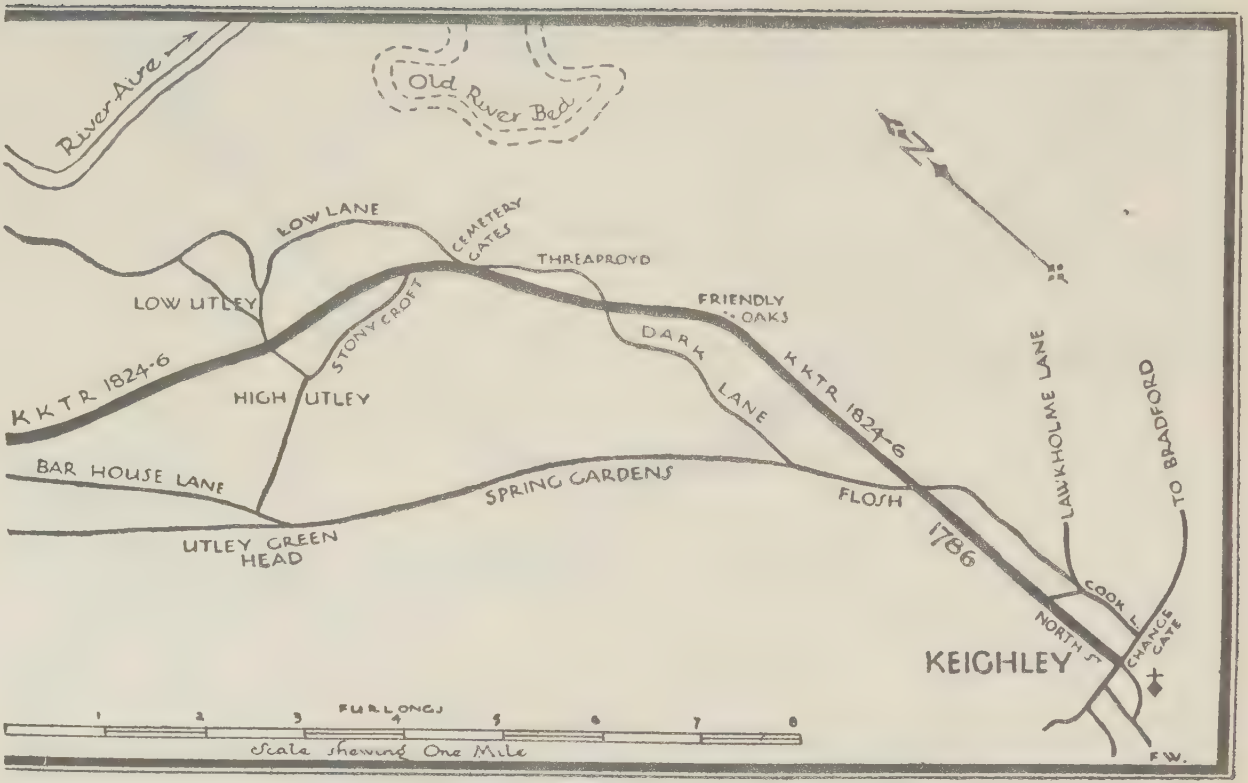
As has been already stated, this bridge was widened in 1780 by the county, when a new bridge of two arches was built alongside the old one, the mediæval and the modern arches standing to-day side by side.

KEIGHLEY TO STEETON, 1782.

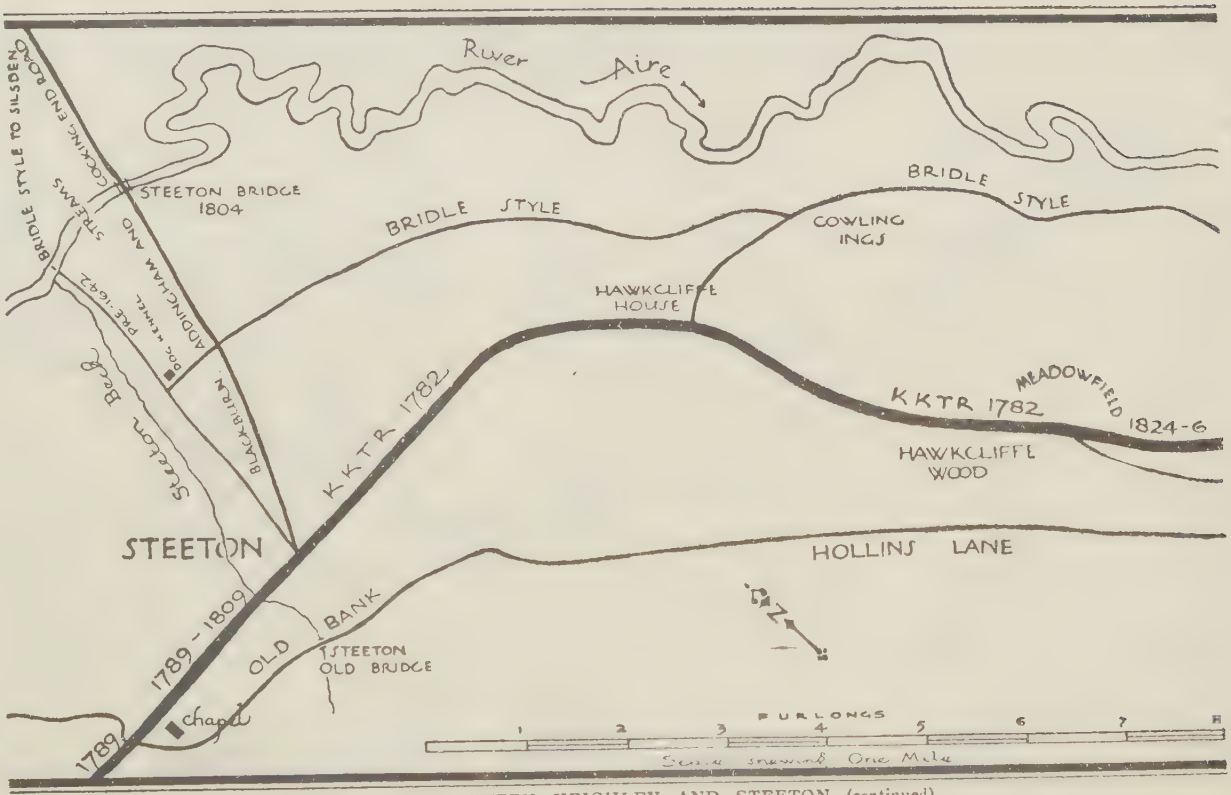
In this year the steep descent into Steeton called the "Old Bank" was superseded by the road from Utley Green Head under Hawkcliffe Wood, now known as "Old Bar-house Lane." As it was necessary to close an existing highway, the consent of Quarter Sessions had to be obtained, and we thus have details preserved of a scheme, the record of which is nowhere else to be found. In the Quarter Sessions Order-book, preserved at Wakefield, under the year 1782, it is stated that a certificate was produced, signed by Henry Wickham and Johnson Atkinson Busfield, Esquires, to the effect that they had viewed:—

> "A certain Bridleway leading from a certain place called Dark Lane Top through Utley in the township of Keighley to a certain place called the Dog-Kennel within the township of Steeton containing 2 miles 6 furlongs 35 roods or thereabouts, as shown on the plan annexed, and also viewed part of a certain Turnpike Road leading from the Town of Keighley to Kirkby in Kendal in the County of Westmorland to wit from the Dark Lane Top to Utley Green Head in the township of Keighley and a new road from Utley Green Head through Hawkcliffe to Steeton, lately made at great expense for the more conveniency of travellers, and also a certain highway from and through Steeton to the Dog-Kennel, containing 2 miles 5 furlongs 30 yards and of the breadth of 30 feet or thereabouts as shown on the plan annexed."

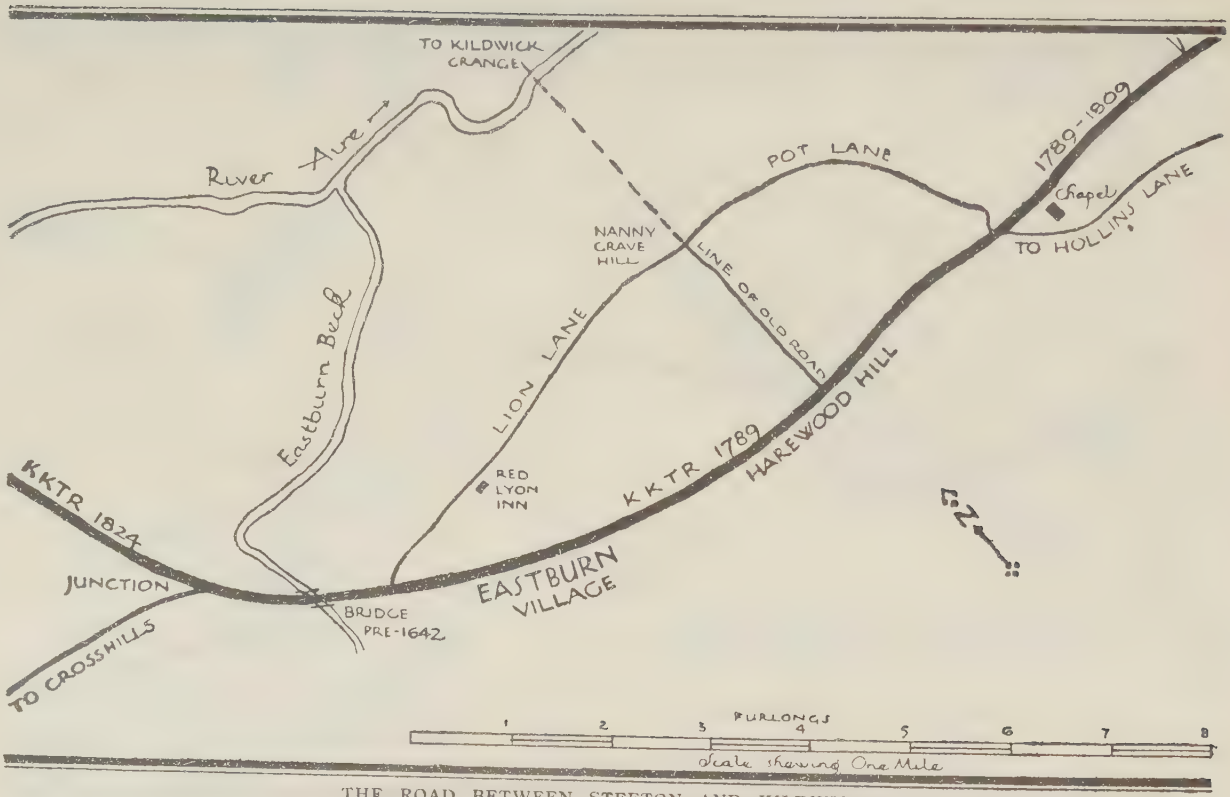
The certificate goes on to say that the two justices find that "the said Bridleway is not only dangerous in many parts thereof to passengers and that the new road through Hawkcliffe is both nearer and more convenient to the public."



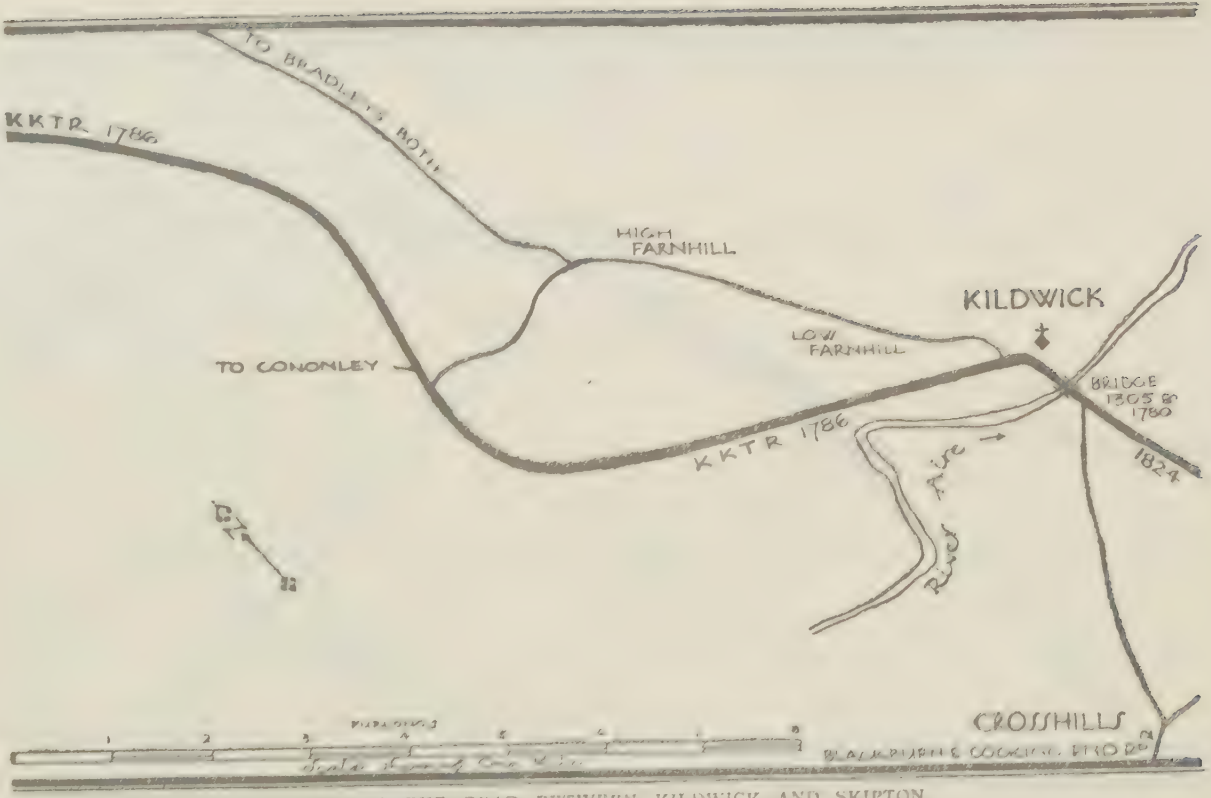
PART OF THE ROAD BETWEEN KEIGHLEY AND STEETON.



THE ROAD BETWEEN KEIGHLEY AND STEETON (continued).



THE ROAD BETWEEN STEETON AND KILDWICK.

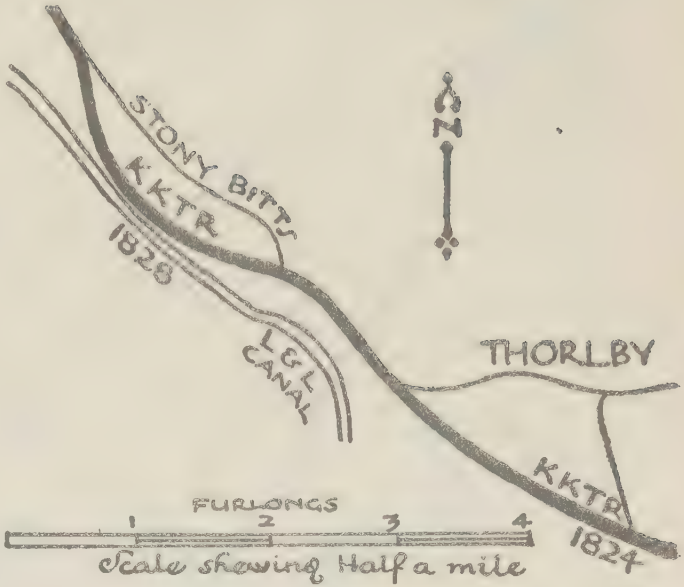


PART OF THE ROAD BETWEEN KILDWICK AND SKIPTON.

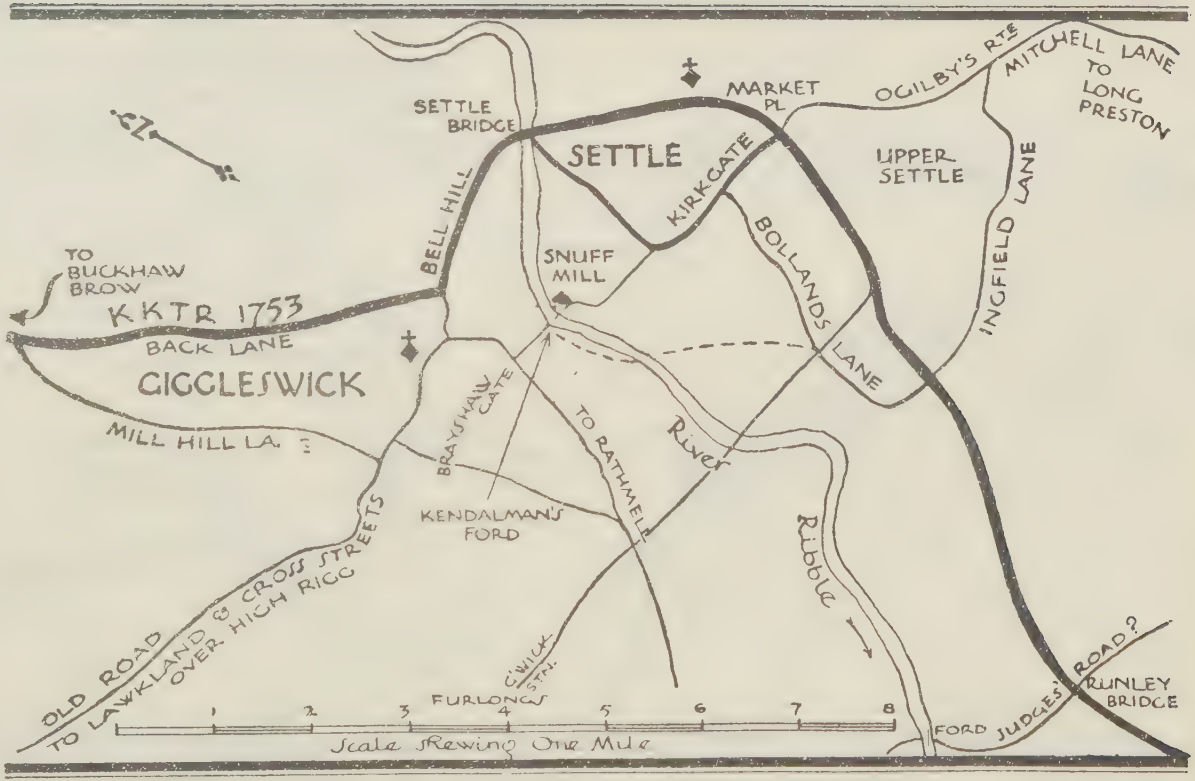
K.K.T.R. THROUGH SKIPTON.

SKIPTON TOWN.

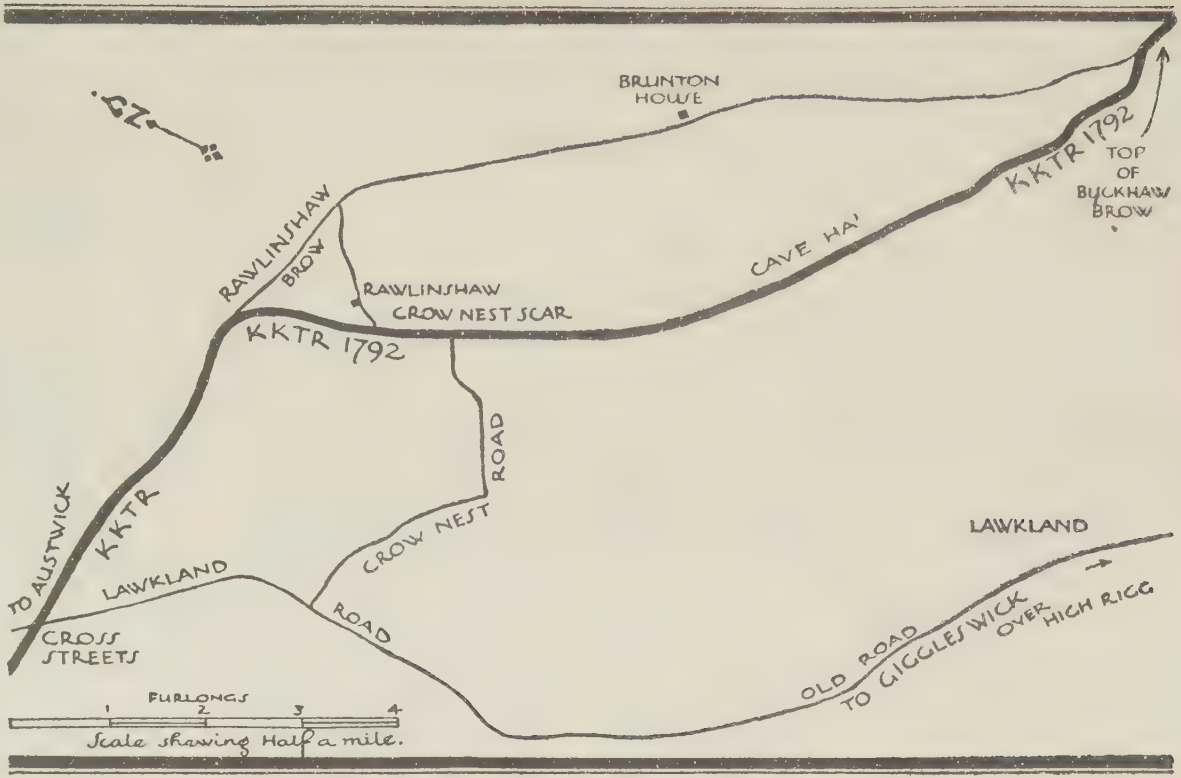
Showing the course of the road as it is, and as it was intended to be



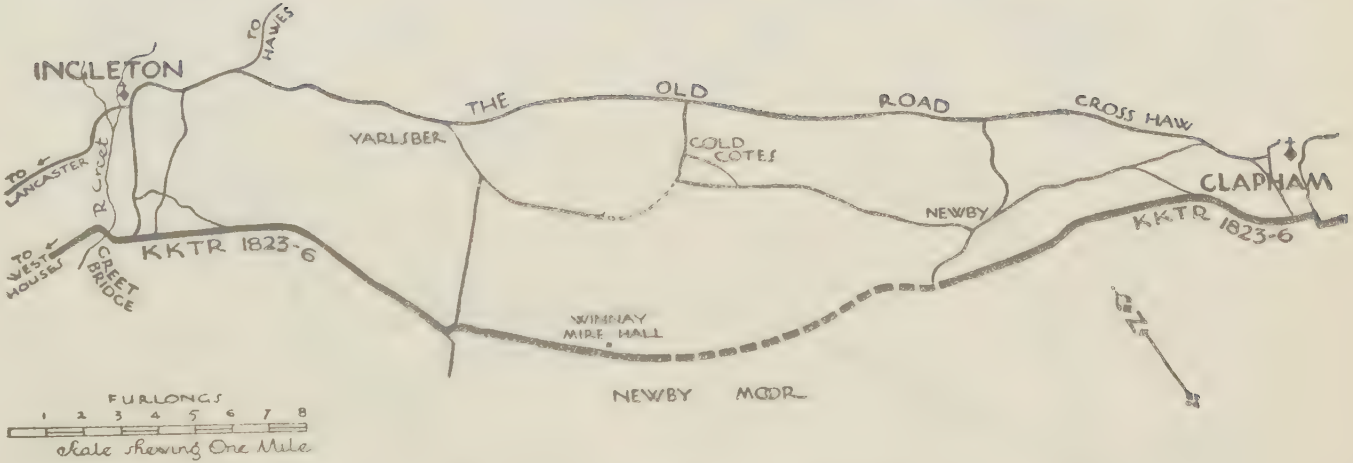
THE "STONY BITTS" IMPROVEMENT.



DETAILS OF THE ROADS IN GIGGLESWICK AND SETTLE.



PART OF THE ROAD BETWEEN SETTLE AND CLAPHAM.



THE ROAD FROM CLAPHAM TO INGLETON.

It was ordered:—

"That the said Bridleway may be diverted and turned into the said Turnpike Road from the Dark Lane Top to Utley Green Head, and from thence into the said new Road through Hawkcliffe to Steeton and from thence into the said Highway through Steeton to the Dog-Kennels, reserving to the landowners of land adjoining upon the said Bridleway a free passage for persons horses cattle and carriages on the said Bridleway in and from their several lands and grounds adjoining thereto according to their ancient usage; and we hereby further order that that part of the said Bridleway to wit over a certain close of land in Steeton township which belongs to Thomas Cowling called Cowling Intake (containing 255 yards or thereabouts) as described in the plan, be stopped. All ancient rights to be excepted."

The plan which accompanies this order is of interest to Keighley readers of this paper, as it shows the complete course of the old road, the southern portion of which was the once well-known "Dark Lane." I will try, in the absence of a plan, to describe it, reminding my readers that the present "Skipton Road" was not yet made. I use modern place-names.

"Dark Lane Top" is where Holly House stands, and from there "Dark Lane" proper ran across the park of Cliffe Castle and Beechcliffe House grounds. From this point it dipped in a loop below the present Skipton Road and rising along the line of the existing street reached the Cemetery gates. When the Cemetery was made the old lane was diverted to its present line outside the walls, but originally it ran diagonally across the cemetery site to Low Utley. It is represented by the present footpath running past Dawslack and across the railway through the Ings (where "Cowling Intake" was situated) to Steeton Station. There is a lane alongside the line to the South of the station which seems to be a diversion of the bridleway which crossed the present road and terminated at the small building at the northern end of the Steeton Hall rookery, still known as "the Dog-Kennels."

The roads in Steeton will, for convenience and clearness, be described in an Appendix.

It is not easy to realise that before the great thoroughfare from Keighley to Hawkcliffe was laid out in 1825 the only direct road to Utley (and that a bridle-road only) was this narrow, winding track, while carriages were obliged to go round by Utley Green Head. The old bridle-way was a pleasant road through

the fields to Utley and Steeton, and it had the additional recommendation of avoiding a toll-gate. The trustees, having spent so much money in making the road from Utley Green Head to Hawkcliffe, and from there to Steeton—high retaining walls having to be built over part of the course—were naturally anxious to close a competing road; hence the above order. Dark Lane was finally closed by the Keighley Corporation Act of 1891.

What is known to-day as the "Old Bar-house" was no doubt built at the same time on the new line of road. In 1788 there is a minute of a decision to pull down the old turnpike house at the foot of the Bank in Steeton, and the gate there erected is ordered to be kept locked to prevent passengers going upon the old road, every occupier of land to have a key delivered to him by Mr. Garforth. Dr. Rowe, of Bradford, points out a clause in the "Enclosure Act for Steeton and Eastburn Moore, 1787," which seems to bear on this point, but, as the Award Map is missing we cannot be certain: "And whereas the Highway formerly leading over the Moor called Steeton Moor from Steeton aforesaid to Keighley is now vested in and become the property of Joseph Edwards, gentleman, the highway named is to be considered as part of the Commons to be enclosed and Mr. Edwards is to be compensated." I am not quite clear what this clause implies in law.

Carey's "English Atlas," 1793, mentions the view from Steeton Bank, but, as described above, travellers had by that time exchanged the wider view for the easier gradient.

KILDWICK TO SNAYGILL, 1786.

The minute-book for 1786 begins with an entry of a payment for the making of the fine piece of road from Kildwick Church to Snaygill. It runs with an almost level contour and superseded the old road through Farnhill and Bradley, although the latter was not closed. Between Snaygill and Skipton the old road remains, narrow and tortuous.

North Street, Keighley, 1786.

North Street was laid out in this year as part of the turnpike road, from the Cross to Sandywood, and it took the place of the old road which started from Low Street and ran by way of Cooke Lane and directly forward to Sandywood and Flosh. The new street was laid out to be 30ft. wide at the Cross and 40ft. at Bow Walk; early in the 20th century it was widened at a cost approximately equal to the debt incurred by the trustees over the whole road. It is well named, as it points due north and south.

The plan of the new street is preserved at Wakefield as an existing highway had to be closed. From it we learn that at "the Cross" the three roads—High Street, Market Place and Low Street formed a "T," High Street and Low Street are described together as "The Street of Kighley." There seems to have been no opening from the Market Place into the present North Street. A further note on Keighley Cross will be found in the Appendix. The plan shows "the old road" commencing at the "Golden Fleece" in Low Street and running on the line of Cooke Street to Townfield House, described as "Jno. Blakey's House."* The street where the old Free School Master's house stood until 1924 (College Street) is shown on the plan as running forward into Chapel Lane, but by this order it was closed, and the present Bow Walk substituted for it. At "Mr. Blakey's House" (Townfield Gate) Lawkholme Lane is shown as "Lane leading into the Townfield," Bow Walk is laid down as "Communication Road or Branch," and the old road, which has now disappeared altogether, runs forward in a serpentine course to "Delf Close Gate," at the foot of Spring Gardens Lane. Sandywood House is not shown, but we know that it was then built and its front gives the line of the old road which it adjoined.

Steeton to Eastburn Bridge, 1789.

As already stated, the old road followed the line of the present highway from the Wesleyan Chapel to the top of Harewood Hill, where it turned down into the fields to a cross-roads called "Nanny Grave Hill." Here a lane led back to Steeton (the present "Pot Lane"), a lane went forward across

*The contract for rebuilding Guard House, Keighley for Widow Brigg in 1760 refers to the masonry of "Mr. Blakey's House."

the river to Kildwick Grange,* while the main road went to the left past the "Lion" to Eastburn Bridge. This curious line of the old road was first pointed out to me by Dr. Villy, and it is fully confirmed by Ogilby and Warburton. In laying out their new road, the trustees adopted the direct line through Eastburn —the line of Dr. Villy's Roman road—and made the present road from the Wesleyan Chapel to Eastburn Bridge.

I have no direct evidence of the date of the road through Steeton from the Goat's Head Inn to the Wesleyan Chapel; it may have been made at this time, or along with the Hawkcliffe improvement of 1782, or, again, in 1809, when, as we shall see, another turnpike received "running powers" over ours.

The portion of the old road between Harewood House and Nanny Grave Hill was sold to Mr. Garforth in 1801, the boundaries being described as "East and West other lands of Mr. Garforth and Mr. Rishworth—North a lane called Pot Lane, and South the present turnpike road." Eastburn village which, before 1789, lay off the main road, has adapted itself to the change, but the old "Red Lyon Inn" of Warburton was hopelessly side-tracked. The licence and the name were transferred to Eastburn, but the old name is kept up in "Lyon House." There was an inn at Cross Hills—the present "Old White Bear," and in 1825, when the present road from the Junction to Kildwick Bridge was made, the landlord, James Slack, thinking his trade would suffer, removed to the "Red Lion," at Eastburn and re-named it ~~the~~ "White Bear." The present front building of this "White Bear," at Eastburn was erected at the same time, while the old "Red Lion" buildings still remain at the back. See John Clough's "History of Steeton."

"DANGEROUS CORNER," LAWKLAND, 1792.

At the other end of the road, near Settle, a good piece of work was carried out. The old road ran from the top of Buckhaw Brow past Brunton House and regained its line by a steep and slippery descent known as Rawlinshaw Brow. The new road was carried on an easy gradient under the limestone

*When Roger Coates of the Grange, in 1666 was making his way home to escape from his enemies he is said to have crossed by this ford, as Kildwick Bridge was guarded.

crag of Cave Ha' " to a field of Mr. Clapham's, and thence under Crow Nest Scarr " (where, as in the writer's school-days, jackdaws still build), " through the lands of Mr. Waddington and Mr. Lupton into the present road at the foot of Rawlinshaw Brow." The old road still remains at the back of and above Cave Ha'.

SETTLE TO SETTLE BRIDGE, 1804.

In this year the old road, with its two awkward corners, described above was superseded by the present road.

The new road was specified to be 13 yards between the fences, 10 yards to be stoned, the crown to be 14 inches thick, the sides 10 inches, and no stone to be used over ½ lb. in weight, the whole to be covered with 2 inches of good gravel," the road to commence at Mr. Hartley's croft. The contract price was £2 7s. 6d. a rood, and the land cost £300 a " customary " acre, i.e., £200 a statute acre—a good price even to-day.

COLNE AND ADDINGHAM ROAD, 1809.

This road, for part of its length, formed part of the Keighley and Kendal road, and in 1809 the Colne and Addingham trustees gave notice of their intention to apply for powers to divert their road, " which said diversion will include part of the Keighley and Kendal road between a place called Cross Hills and Steeton." The trustees of the latter road stipulated for a clause prohibiting both bodies of trustees from erecting a turnpike gate anywhere " between Farnhill and the end of Steeton." This clause was evidently agreed to, for we find so late as 1855 that permission to alter it was refused.

One portion of the road under discussion is the length between the Goat's Head Inn in Steeton and the Wesleyan Chapel. I have no direct evidence as to when it was made, but it must have always been a part of the Colne and Addingham road. Some kind of road is indicated in Warburton's Notes and Map, and the Quarter Sessions' plan of the Hawkcliffe improvement in 1782 marks it as " the road to Skipton." The bridge or large culvert would probably be erected in 1809.

The Colne and Addingham "Diversion" referred to above is the present fine road from Colne over Reedshaw Moss and running through Cowling, Glusburn and Cross Hills. The old road (the subject of an Act obtained in 1755) ran from "Blue Bell" near Colne through Black Lane End over the hill past Cowling Hill, Carr Head, and Malsis to Glusburn. It crossed the stream above Glusburn, by a bridge (rebuilt 1914) which became the subject of a well-known "leading case" in the Law courts, when it was held that a bridge built for the public convenience and serving a public need is to be maintained by the County authority although they may not have been consulted in the building of it. In 1826 the same trustees carried the road forward from Steeton through Silsden, over Cringles to Addingham and forward to a place between Addingham and Ilkley called Cocking End, where the old road from Silsden terminates. The name of the Trust had been changed to the **"Blackburn, Addingham and Cocking End."***

For nearly twenty years after 1804 the trustees undertook no works of improvement, but when their Act was renewed in 1823 (at a cost of £835 5s. 11d.) four intended pieces of work are named, viz.:—

From "the Flosh" in Keighley to Hawkcliffe.
Across Coniston Moor.
From Eastburn Bridge to Kildwick Bridge.
From Clapham to West Houses.

CLAPHAM TO INGLETON AND WEST HOUSES, 1823 TO 1826.

This improvement, although proposed in 1792, was not commenced until 1823. Instead of the mountain road, which still clings to the slope of Ingleborough and descends steeply below Ingleton Church, the new road was laid out to run:—

"from the town of Clapham on an entire new line through Newby, over Newby Moor, and by Winnay Mire Hall, thence through several closes to the highway from Ingleton to Bentham near Harling Bar, and then along the said highways, and over certain crofts to the South end of the hill leading to the bridge at Ingleton."

This new road—the present highway—after clearing Clapham Village at its lower end, runs direct to a point below Ingleton,

---

*See Appendix. Roads between Steeton and Addingham."

where the trustees built the existing bridge over the Greet at a cost (including a culvert on Newby Moor) of £2,543 1s. 0d., towards which the County contributed £650. Between Clapham and Ingleton the road crosses Newby Common, where for some distance it runs without wall or hedge across a grassy common—a feature very unusual in this part of Yorkshire. At the northern end of the common there are several loops of road, remains of the lanes across which the road was cut, and the road runs straight forward into the old road a little short of West Houses.

The plan of the new road was made by Mr. Swire, assisted by Mr. Russell, of Kendal; those for the new Greet bridge by Mr. Thomas Anderton of Gargrave, while Mr. Richard Ayrton of Scale House, Rylstone, was the valuer for most of the land acquired. It was here that the extortionate demand of £500 an acre was made.

In 1826 the new road was viewed by the trustees and the final report upon it issued, stating that it had been delayed "owing to several unforeseen and in some instances unavoidable delays arising in some degree from what no human foresight could prevent, and in part from the indefinite manner in which our engineer had made his original levels and estimates, as also from his want of punctuality in appearing on the line of road at the times requested by your committee and agreeably to his engagement." Regret is expressed at the heavy outlay (nearly £11,000) partly due to the cost of Greet Bridge, and Mr. Ingilby is thanked for his gratuitous services and for his many attentions to the interests of this part of the road.

A toll-bar was set up at Greet Bridge, in place of one on the old road in Ingleton, and when travellers evaded it by making a detour through the village a chain was ordered to be placed across the "side lane at the corner of John Wright's field called the Three Nooks."

KEIGHLEY TO HAWKCLIFFE, 1824.

The fine approach to the town of Keighley from the north was commenced in 1824 and reported finished in 1826, when it

was stated that the works had " stood well and given general satisfaction, although much delayed by the delay in the proceedings and the frequent occurrence of re-letting." The new road begins at the " Flosh " at the bottom of Spring Gardens Lane and runs due north to a place formerly known as " The Friendly Oaks " from two oak trees which grew there. It may be remarked that here, in what is one of the main streets of a considerable town, the view in both directions ends in a fine hill top—Cradle Edge above Hainworth to the south and Pinfold Hill (Robin Hood's Stone) to the north. From " The Friendly Oaks " the road follows a level contour, cutting across the remains of " Dark Lane " described above, through Utley to the junction with the 1782 road at the beginning of Hawkcliffe Wood.

The contractors for the work were John Steward acting with David Davies, William King with Thomas Tillotson and Joseph Binns, and the prices paid varied from £4 19s. 6d. to £6 17s. 6d. per rood. The land required was valued by Mr. Ayrton at £918 2s. 3d. with the note : " This sum is large in consequence of a great part of the land being valuable on account of its adjoining so near the town of Keighley." One would have thought that landowners might even have *given* land for a road which was to be made at no expense to themselves and to the great improvement of their property.

The trough opposite Rose Cottage bears the inscription, " K.K.T.R., 1825 "; the only dated piece of work on the road so far as I know. The burr or retaining wall beyond Utley caused further expense by giving way, and there is a note in 1832 that the wall on the lower side of the road between Hawkcliffe and Utley is being continually thrown down and the surveyor is ordered to put a coping on it if the proprietor of the land will lead lime and materials. The County Council are still to-day replacing these coping-stones thrown down the hill by mischievous boys. It is interesting to note the use of new materials, engine-ashes are to be rolled in with the usual gravel, and the trustees are strongly recommended by their committee to continue the use of limestone, particularly on this piece of work, " being well convinced it will ultimately prove the

cheapest, though at first expensive, and that winter should not be allowed to pass over without a considerable portion of the whole having a slight coat laid upon it, in which case little or no labour would be required during the whole of next summer." It was also decided to purchase an iron roller 4ft. in diameter.

Eastburn Bridge to Kildwick Bridge, 1824.

This improvement, cutting off the circuitous route by Cross Hills was also begun in 1824. It diverges from the old road at the "Junction," and runs practically straight and due north to Kildwick Bridge. Mr. Holgate made the plans, including the necessary alterations to each bridge, and the surveyor's estimate of the cost was £890. The tenders were:—

Wade and Chippindale, £1,020; Hiram Craven, £1,450; Townend and Bolton, £1,098: John Stirk, £680.

Someone (probably the clerk) comments very feelingly thus:—

> "Of course the last was accepted. During the progress of the work Mr. Craven, in whose judgment the Committee place great confidence, declared it was impossible to do the work done by Stirk for less than his (Mr. Craven's) offer."

(No doubt Mr. Craven was right; he was a contractor of some note, a native of Oakworth, and built the new Ouse Bridge at York. Mr. Stirk was eventually paid £1,032 13s. 1½d.)

Near Kildwick Bridge the road is carried on land-arches and that part of the fence-walls is finished with very heavy round copings.

Coniston Moor, 1824.

The old line of road between Coniston Cold and Hellifield (or "Hellifield Cochins," as some of the old maps call it) left the present road at or near Fogga Farm and rejoined it at Switcher's Farm, or as the order in the minute-book describes the new road:—"Commencing at or near the E. end of Coniston Moor, and passing from thence to the W. end of the

said moor near to a certain place called ' Switcher's.' " As the old road crossed the moor, which here forms the lowest point in the watershed of the North of England, it was necessary to carry the new road in a cutting to secure a better gradient. This was done at the foot of " Steeling Hill " from the summit of which a Danish (?) camp commands the road. In the adjoining field, called " Corn Gawbers," three statute acres were covered with the excavated soil and there the grass-covered spoil-heaps can still be seen. For land at Switchers, Mr. John Hamerton was paid 3d. a yard, that is £60 an acre. The contractor was Mr. John Holmes, and the work was long in hand. In 1826 Mr. Garforth of Steeton, an active trustee, reported that the contractors " have had so much paid by way of subsist that they have been paid more than the work is worth." The new road appears to have been opened in 1827. It is perhaps the best piece of roadway the trustees made, and on it the motorist is, more than anywhere else, liable to exceed the speed-limit.

SKIPTON TO THORLBY, 1824.

The old road out of Skipton by way of the Raikes and Tarn Moor has a very steep gradient, and the trustees were anxious to make a better one. At a meeting on October 19th, 1824, a report was submitted on five different plans, but of these only three were seriously considered:—

1. From the hill opposite Highgate the line strikes to the S. of the present road, and winds in an easy direction round the present steep and dangerous hills lying between its commencement and the flat before you reach Stoney Bitts, where it crosses the present road, and then branching out towards the N. passes along above the villages of Thorlby and Stirton nearly in a parallel line with the present line of road, and passing through the estate of John Atkinson in Stirton winds round the White Hills, and crossing the road to Rilston descends into the town of Skipton by the valley to the N. of the present road and enters the town at the same point as the present road.

Objections:—The long and considerable though not very steep ascent both from Gargrave and Skipton before the highest level is attained. It is more than half longer and not near so easy and does not pass through so fine a country as the next line. It is nearly double the length of No. 3 and materials are scarce.

2. A deviation from No. 1.

Objections :—It goes on too high ground. It is not recommended.

3. After leaving Holme Bridge, the line pursues the present road to the hills near Stoney Bitts, it avoids the hills near it by a diversion to the S. of the present road, which will be joined again at the foot of Stoney Bitts then on the flat a short way towards Thorlby, when it leaves the present road and passing through a valley, which would seem to have been formed by Nature for the purpose, proceeds to the S. of Stirton and Thorlby in a direct line over Lord Thanet's land, the Gawflatts estates and the closes called Blue Buttons and Millfields, enters the town of Skipton about the middle of the main street.

The expenses of bridges over the canal, brook and mill-goyt will be considerable, but the approach will be easy, and the forming of it no great expense, and when completed it will form a beautiful entrance to the town of Skipton, and especially in connection with a plan now in contemplation of making a road to branch out of the High Street (opposite where this one will enter), to communicate with the Otley Road, the approach by which to the Town is at present narrow and dangerous. A house that would have to be pulled down belongs to Lord Thanet, and is old and of no great value.

The last of these plans was approved, but its execution was delayed for several years for want of money. The minutes are full of references to the financial difficulties. In spite of the objections of the existing creditors, fresh loans were raised, the tolls were increased, *e.g.*, in the case of a carriage and one horse from 6d. to 8d., and appeals were made to the public spirit of the inhabitants and their business instincts as investors of capital. It was pointed out that, if the new road were made it would not only be a great accommodation to the public by making possible the running of a mail-coach, but by a general increase in the receipts from tolls. About £1,700 was subscribed by local people* at 4½ per cent. " to be repaid when the

---

	£		£		£
Mathew Wilson ...	200	Lord Thanet ...	300	Ellis Ingleby ...	100
James Willan ...	300	G. Dudgeon ...	100	M. A. Rawsthorn	100
Jane Willan ...	40	Hy. Alcock ...	100	W. Sutcliffe ...	100
James B. Garforth	200	Miss Willan ...	60	D. E. Rawsthorn	100

floating debt is extinguished," and the work was begun. The trustees had decided to carry out the work " if Lord Thanet will give his land." We may assume that this was done, and the present fine approach to Skipton was made—as far as Water Street! But, alas, for the " beautiful entrance to the town of Skipton "! The new road looked longingly across " the canal, the brook and the mill-goyt " into the Promised Land of the High Street, but lack of funds compelled it to turn aside and join the old road, and with it to cross Mill Bridge and enter the town by the picturesque but inconvenient road under the shadow of the old church.

STONEY BITTS, 1828.

This improvement seems to be part of the scheme just described, the old road can be seen just beyond Thorlby as a green track over the shoulder of the hill; on the 1847 6th Ordnance Map it is marked " the old turnpike road." So early as 1811 it was proposed to make a short length of road avoiding the hill, but the scheme suffered many delays. In 1826 Mr. Thomas Mason urged its completion " in the present state of distress amongst the labouring classes for want of employment." In 1827 it was declared " absolutely necessary," and, at last, in 1828 the improvement was declared to be completed and ordered to be opened in March, 1828* actually the last of the great improvements carried out by the trustees. Two years later the Manchester and Liverpool Railway was opened, and, as we have already seen, the decline of the turnpike system began. The only later works I find in the minutes are a widening of the road and bridge at the entrance to Skipton in 1833, of the road in the middle of Long Preston in the same year and at Racer Gill in 1835. A few narrow and winding pieces of road remain to remind us of what the whole road was like before the good work of the trustees; for example, those between Snaygill and Skip-

*It is stated in the minute-book that Mr. Hodgson, Lord Thanet's agent objected to the use of limestone in the fences, and " freestone " was ordered instead.

ton and between Holme Bridge and Gargrave. Some of the narrow streets in Skipton and Settle, the winding road in Hellifield, and the dangerous corners at Kildwick, Gargrave, Long Preston and Clapham will always be difficult and costly problems if they are to be made suitable for modern traffic.

There is no mention, in the minute-books, of the works affecting the road, which were carried out by the railway companies when they built their lines—the " Little North-Western " in 1847 and the Settle and Carlisle line in 1876—necessitating the level-crossing at Kildwick, the railway-bridge near Coniston, the road-bridge south of Long Preston, the road-bridge and railway bridge south and north of Ingleton, and the two railway bridges south and the railway viaduct north of Settle, but we find entries relating to the fears which the railways inspired. Thus, in 1849, the opinion is expressed that " there is danger to the passengers on the road from Skirbeck to Mr. Preston's gate at Meerbeck, because of horses being frightened by the sight of engines and carriages on the North-Western Railway," and to free the trustees from responsibility, notice was ordered to be given to the Company under the Railway Clauses Consolidation Act, 1845. In 1847, when many new railway schemes were afoot, the trustees signed a petition against a level-crossing on the proposed Wharfedale Railway " near the populous town of Skipton," where there would be " continual danger of the loss of human life, as also of daily destruction of horses and carriages on the said turnpike road."

In 1878 the Keighley and Kendal Turnpike Trust expired, and the road they had so long controlled was " disturnpiked." By the " Highways and Locomotives Act " of 1878 all roads disturnpiked since 1870, that is to say, most of the principal roads, became " main roads," and the cost of maintaining them was ordered to be shared equally between the district through which they ran and the general body of County ratepayers as represented by the magistrates for the County, meeting in Quarter Sessions.

By the Local Government Act of 1888 the powers and duties of Quarter Sessions were transferred to the new County Councils, and the whole cost of maintaining the "main roads" was imposed on the latter. In this way our road became one of the "main roads" of the West Riding County Authority. By the Act of 1888 "Urban" District Councils could claim to maintain their main roads while the County Council could do the same for all main roads in "Rural" District areas, while in both cases the County Council was to bear the cost. The West Riding County Council have up to quite recently allowed even the "Rural" authorities to carry out all the work of maintaining the roads as their agents, but in 1920 it was decided that so far as their powers extend the County Council shall maintain their roads "direct." In this way about thirty-three miles of our road come under the direct control of the Highways Committee of the West Riding County Council.

A new era of assistance and control by the Central Government seems to be commencing, and further improvements to the "arterial" road (to use the current phrase) we have been describing may be looked for. The Ministry of Transport may be grateful to the old trustees that in the matter of lay-out of the road so little remains to be done.

The changes in Local Government affecting our highways were many in the thirty years before the establishment of County Councils, and the history of them will be found set out clearly in the work of Sidney and Beatrice Webb referred to above. There was for a time an "East Staincliffe Highways Board," whose initials, "E.S.H.B.," may be a puzzle to some of my readers.

APPENDIX I.

Other Local Turnpikes.

The Blue Bell, Haworth and Toller Lane Road is a good example of a turnpike road where no "diversions," *i.e.*, improvements were made. It managed the road connecting Bradford with Colne and North-east Lancashire, and is evidently the successor of the mediæval pack-horse road. The road leaves the old Colne and Skipton road at a place called Blue Bell on the outskirts of Colne, crosses the modern road at Laneshaw Bridge and, passing Emmot Hall climbs to a height of 1,127ft. above sea-level at the "Herders'" Inn. Thence under the old wayside cross known as Camel or Combe Hill Cross, it runs nearly level to Two Laws and Dangerous Corner, from which place a branch road (which was also under the same Trust) runs to Oakworth and Keighley. Then begins a series of violent descents and ascents—Scar Top, Stanbury Village, Sladen Bridge, Haworth Main Street, Haworth Brow and Moor, Flappit and Hewenden Brow, after which there is an easy course by Toller Lane into Bradford. I can find no trace in the minute-book of the Trust of any other than minor improvements, such as widenings, and, indeed, the physical features of this country do not lend themselves to much "diversion." Dr. Whitaker quotes an old (?XV. Cent.) perambulation of the bounds of Whalley Parish in which the Watersheddles Cross "above the Wycollar Causey" is named.

The Colne and Skipton Road is an unusual example of a turnpike. The old road through Carleton, over Pinhow to Black Lane Ends and Colne is marked as the main road in Jeffery's Atlas (1773). Whitaker, writing forty years later, says: "One of the great passes into Lancashire, over Pinhow, has already been exchanged for a safe and level way to Colne." The new road, thus referred to, follows a crooked line of lanes marked on Jeffery's map as bye-roads. If we accept the map as evidence, it would seem that the powers of the trustees had been transferred to a new line of road between 1773 and 1813.

With the exception of some few widenings, the present main road follows the same course as the bye-roads of Jeffery's map.

KEIGHLEY AND HALIFAX ROAD.

In this case the trustees of a turnpike road built a new road which superseded the old one for a large part of its length. The original road, as shown in Ogilby's road diagram, after "Denham Yate" descended a steep hill (Manywells Height), went through Cullingworth, and crossed the moor on the line between Cow House and Rycroft—that is by way of the still remaining "Dolphin Lane." Ogilby gives the road as part of the London to Richmond Road, and a glance at the map will show that it is in the direct line from London to Keighley and beyond. Anyone standing on Cradle Edge (900ft.) will understand why early visitors to Keighley describe it as "lying in a hollow at the foot of a steep hill." Jeffery's map (1773) gives the road running through the enclosure of Denholme Park, with a turnpike at the Denholme Gate end and a few scattered houses where Denholme Village now stands. Beyond Cullingworth the road is shewn running past Eller Carr to the cross-roads above Goff Well, and down Hainworth Shay. Below Long Lee a road branches off to Bradford by way of Harden and a turnpike bar is marked there which has now disappeared, but an old milestone is still there. After this comes the steep descent of Park Lane and the entry into Keighley by Low Bridge and Coney Lane. The Act under which this road became a turnpike road is dated 1753.*

The new road to Halifax is a great contrast to its predecessor. Instead of the steep ascent to Cradle Edge the first mile as far as Ingrow is nearly level, and from Ingrow to Cross Roads is an easy gradient. This part is still called "New Road Side," although it was made as far as Cross Roads in 1794. Presumably, the New Corn Mill Bridge and New Bridge Street in

*In 1752 Low Bridge or "Keighley Bridge" is officially described as "situated over Keighley Beck at Keighley Town, consists of one large arch built so high as makes it difficult for carriages to pass over it."

Keighley were made at the same time. Beyond Cross Roads the road mounts easily under Wicken Crag and encounters no serious hills through Denholme and Denholme Gate until it has crossed the ridge and begun to descend into Halifax. The awkward turns in Cullingworth and the steep Manywells Brow are avoided altogether. In 1912 an old lady was living who remembered the making of the present road under Wicken Crag, about 1826, to replace the stretch first made, which had subsided. In 1804 the "bridleway from Keighley to Ingrow was closed having been rendered unnecessary by the new road."

Keighley and Hebden Bridge Road.

In this case the old road was, I believe, never a turnpike; at any rate, it is not so marked by Jeffery. After the steep ascent to Cradle Edge by the Halifax Road just described, it descended under Lees Moor to Barcroft and Lees and so to Bridge House below Haworth. By the steep ascent to Hall Green it crossed the Marsh to Old Oxenhope and Leeshaw, and ascended the moor by the steep, rough track significantly named "Stairs." Thence it crossed Crimsworth Dean and joined the present line of road near Pecket Well. The new road (1814), instead of appearing to seek out all the difficult hills, adopted a very different line. Leaving the new Halifax Road at Cross Roads, it maintains a level contour to Oxenhope (Lowertown), thus avoiding the crossing of the Haworth Valley. The beginning of the ascent of Cock Hill is rather steep but on the whole it is a well-engineered road which crosses the open moor at 1,400ft. and descends into the valley of the Hebble.

Colne to Addingham Road.

The old road across the hills between Colne and Glusburn diverged from the old Colne-Skipton Road at Black Lane End (1,115ft.) and descended by Cowling Hill, and Malsis to Glusburn. The fine new road, laid out in 1809, left the old one at Lidget on the outskirts of Colne, and running through Laneshaw Bridge took the much lower route (875ft.) over Reedshaw Moss, beyond which it descends by easy gradients through

Cowling (where the modern village has grown up along its line) to Glusburn. The further course of this road, called also the Blackburn, Addingham and Cocking End Road, will be found in the Appendix which treats of the Steeton roads.

SKIPTON TO ADDINGHAM ROAD.

The old road, which seems to have been part of the Roman way between Elslack and Ilkley, climbed out of Skipton by Shode Bank (which the poet Gray describes as "the steepest hill I ever saw a road carried over in England"), and ran almost in a straight line across Skipton and Draughton Moors to Addingham. Where it crosses the Silsden-Draughton road there is an old milestone, and a stretch of old grass-grown road running towards Skipton has every appearance of Roman origin. The new road was made sometime in the 1820's through Draughton and past what is now Chelker Reservoir to Addingham, and the old road from Skipton to the cross-roads was closed by Quarter Sessions. The writer remembers the first Sir Mathew Wilson, of Eshton, saying that he was driven over this old road to be christened at Otley, and Shode Bank must have been a name of ill omen to the King's Judges as they rode circuit by this road from York to Lancaster.

KEIGHLEY TO BRADFORD ROAD.

The direct pack-horse road between these places runs up Park Lane and over the hill to Harden, but this had been superseded by the easier line through Bingley before Jeffery's map (1773). The very early road from the valley below Bingley to Keighley ran past Cottingley and Beckfoot to Marley, and then perhaps over the shoulder of the hill to Long Lee (see Speight's "Old Bingley," p. 75, etc.), thus avoiding two crossings of the Aire, but in Warburton's Notes (circa. 1720) the road is described almost exactly as it runs to-day, past Cross Flatts, Ryshworth Hall (with its awkward corner which persisted until 1920) and Riddlesden. Traces of a slightly different line may be seen in the fields between Sandbeds and Riddlesden. Stock Bridge was built by the County in 1671 and widened in 1754, being it was

said " in a great and common high road leading between Lancashire and Yorkshire." This road came under a turnpike trust, perhaps in 1753 and is so shewn in Jeffery's Map. Beyond Bingley the same map shews it crossing the Aire at Cottingley Bridge and reaching Bradford over Cottingley Moor by Toller Lane. A plan exists at Wakefield, dated 1814, which shews, as a proposed improvement, the present road through Nab Wood to Manningham.

The Roads Between Steeton and Addingham.

Standing at the top of Station Road in Steeton it will be noticed that the row of old houses on the West side of that road is not in line with the present road. The explanation is that they follow the line of the former road, part of the highway (a turnpike) from Colne to Addingham. Collating the information contained in the plan attached to the Quarter Sessions Order of December 22nd, 1781 (when the road into Steeton under Hawkcliffe was made) with that contained in Mr. John Clough's " History of Steeton " (founded partly on Mr. Jonathan Hindle's notes), we may reconstruct the former roads in the following manner:—The road from Colne came into Steeton village as it does now and served as a Northward continuation of the road from Keighley. It is not known when the bridge across the beck was built, but Mr. Clough states that it is shewn in the " Original Survey of all Bridges in the Riding," by Westerman & Gott (does this refer to the old bridge at the foot of Steeton Bank?) Turning North at the Star Inn the road ran through what are now plantations, close past the end of the Hall stables to the building still known as the Dog-Kennel. From this point the 1781 plan gives a " bridlestyle " to Silsden. This road crossed the river by a bridge which had been repaired in 1642 and again in 1681, it stood near where Steeton Beck enters the river and the stones of the foundations may be seen in the bed of the river. This footpath to Silsden was diverted in 1802.

The main road to Silsden (called " cart road " in the plan) turned at the Dog-Kennel sharply to the right towards the

present railway crossing, being at the same time part of the old bridle-road through the Ings to Utley, and somewhere near the railway crossing turned again to the left and ran forward to Silsden. The river was formerly crossed by a ford at a place called "The Streams," a little above the present bridge. "There was a sod in the river at the ford, if the sod was covered with water it was unsafe to cross and carts laden from Ilkley, Otley, Wharfedale, etc. (it is said that Steeton was supplied from Otley with flour in those days), had to go round by Kildwick Grange and Kildwick." In 1784 a wooden bridge was built by the township with some help from the County, and in 1803 a new bridge was ordered by the County "according to the plan of Mr. Hartley, the surveyor, the estimate being referred to Mr. Garforth, Rev. Charles Knowlton, Mr. Wickham and Mr. Busfield, justices of the peace, to contract with workmen for building the same." This (the present) bridge was opened in 1804, Mr. Benjamin Muschamp was the builder and the cost £3,529 7s. 10½d. The line of this carriage-road through Silsden is fixed by the canal bridge and it went out of the village by the Back Lane (the Cringles Road not being then made) past the Tannery and over Brown Bank to Cocking End on the present Addingham-Ilkley road. This road was part of the first Colne and Addingham or Blackburn, Addingham and Cocking End Trust. Some of the early contracts were carried out by "Blind Jack of Knaresborough." At the top of the hill the present Turner Lane represents what was once the only road from Silsden to Addingham, running down to the Toll-house, crossing the present road and falling into the old road from Skipton over Draughton Moor. We have seen in the text that in 1809 the Colne and Addingham trustees proposed to come through Glusburn and Cross Hills to Steeton, perhaps the Corn Mill bridge was built then. Mr. Clough informs us that the present road from Steeton to the river was made in 1826 or 1828 and perhaps the line Cringles road was made at the same time.

APPENDIX II.

Extracts from "The Book of the Bridges, Repairable by the West Riding," 1725, at the County Hall, Wakefield.

There is a measured drawing of each bridge executed on parchment by Carr, the well-known York Architect, and a description, *e.g.*, "Kildwick Bridge over the River Air in Kildwick Town is very old with ribb'd Arches which as well as Piers and Coping are of hewn stone and the rest of it of Wallstone and paved with strong stone. There is a Causey at the South End built with roughstone and paved with Boulders of 664 feet long: 240 feet of which from the springing of the End Arch are maintained by the West Riding and 384 feet by the Town of Kildwick and the remaining 40 feet by the Town of Glusburn.

Holme Bridge situated over Holme Water in the parishes of Skipton and Gargrave is but an ordinarily built bridge. Had some additions made to it last year and together with 300 feet of the road to the East and 100 feet to the West from the Springer of the Bridge is maintained by the West Riding."

Cold Coniston Bridge over the River Air in the parish of Gargrave is well built of good stone and together with 300 feet of a high Causey at the East and 43 feet of the road at the West end from the Springer is maintained by the West Riding.

Long Preston Bridge situated over Priest Gill at Long Preston Town is an ill-built bridge of small ordinary stone. Hath four Landstall walls one of which up the River is a very long one. The whole with 200 feet of the Road at the East and 45 feet at the West ends from the springers of each end arch is maintained by the West Riding.

Settle Bridge situated over the River Ribble in Giggleswick Parish is a very good Stone Bridge with 2 ribb'd Arches, founded on a Rock and together with 78 feet of the Road at the West and 135 feet at the East ends from the Springing of the Arches is maintained by the West Riding.

Harden Bridge is situated over Crom Beck in Clapham Parish on the Road between Settle and Clapham, built of good hewn stone and together with 200 feet of the Road to the West and 45 feet to the East from each Arch is paved and maintained by the West Riding.

Ingleton Bridge is situated over the River Greeta in Bentham Parish on a loose Rock built, all but the Battlements, of rough stone and together with 75 feet of the Road to the West and 70 feet to the East is maintained by the West Riding."

APPENDIX III.

TOLL-BARS ON THE KEIGHLEY AND KENDAL ROAD.

These varied in number and situation at different times, and it will be convenient to enumerate them in geographical order from South to North.

Steeton Bar.—This was set up in 1753 at "Steeton Cross," that is, at the foot of the steep hill by which the road then descended into Steeton. In 1782 when the new road under Hawkcliffe was made, the bar was removed to where the cottage now known as the "Old Bar-house" stands. The house at Steeton was ordered to be pulled down in 1788. In 1823, in view of the opening of the new road from Keighley, the "New Bar-house" at Hawkcliffe was built, intercepting the traffic by "Old Bar-house Lane" as well as that by the new road. The initials and date (1878) were put up by the purchaser, the late Sir John Horsfall, when the trust was abolished and the houses sold.

This house has had its tragedy. Mr. John Clough in his "History of Steeton" (p. 48) tells us: "In 1861 the man who lived at the toll-bar, named Holdsworth, shot his wife from the bedroom window. His wife and her brother were walking together on the footpath, about thirty yards on the Steeton side of the house, when the shot was fired which killed his wife. It was not certainly known whether he was aiming at her or her brother. He was found hiding on the moors; when he was tried he was brought in insane and imprisoned for life."

The tolls were let in 1759 for £272, in 1828 for £730.

Snaygill Bar.—I have not come across the entry in the Minutes ordering the building of this toll-house, which still stands by the roadside a little to the South of the railway bridge crossing the road to the South of Skipton. In 1827 the gate-keeper was allowed £10 a year "on account of the exemption granted to Lord Thanet's servants."

Gargrave or Holme Bridge Bar.—This was set up in 1753 and the house built between Holme Bridge and Eshton Lane end, *i.e.*, on the Gargrave side of Holme Bridge. In 1826 it was removed to the Skipton side of the canal bridge, where the house still stands—a pretty roadside cottage.

The tolls were let in 1759 for £173, in 1833 for £349.

Coniston Bar.—I have no note of the first erection of this bar, but in 1823 it was ordered to be removed to Hellifield and so placed as to intercept the traffic going to Otterburn, etc. The house is shown on the 1847 6in. Ordnance Map, but is no longer there.

Long Preston Bar.—In 1753 this was ordered to be set up between Long Preston Bridge and the King's Head in Long Preston. The house still stands on the left of the road between the bridge and the village. In 1823 it was removed to a site to the South of Runley Bridge, one mile South of Settle, where the house still stands.

Settle Bridge Bar.—In the early Minutes there is an order to set up a gate at Settle Bridge, a site afterwards changed to Lobley (*i.e.*, Stackhouse) Lane end, but in a map of the road dated 1778 the bar does not appear and it is doubtful whether it was ever erected.

Clapham Bar.—In 1753 two bars were ordered at Clapham, one at Thornber Lane end, the other within 40 yards of the guide-post. Jeffery's Map (1773) marks a turnpike at the top of the village on the old road to Ingleton (noted on the 1847 6in.

Ordnance Map as "Old Turnpike House") and in the same map the word "tolegate" occurs at the foot of the village. In 1823 it was ordered that the new road to Ingleton should start "at or near the old Lower Turnpike at the South-West end of the town of Clapham." When this road was made in 1823 the toll-gate was removed to a site about three-quarters of a mile on the Settle side of the village, where it is noted in the 1847 map and where the house still remains. A projecting porch was removed in 1878 when the trust came to an end.

Ingleton Bars.—The situation in Ingleton was complicated by the fact that the Lancaster and Hawes Road, coming from Bentham, ran along with the old K. and K. Road through the villages of Thornton and Ingleton. The 1847 Ordnance Survey map shews "Thornton Toll-gate" on this road to the West of the two becks in Ingleton, and another "Toll-gate" on the same old road opposite Blue Hall. After this heavy outlay on the new road (and bridge) in 1823, the trustees felt themselves justified in setting up a gate "close to the intended new bridge" over the Greet, where the house still remains.

We are not to suppose that all these bars were in being at one time. For instance we find in a map of the road dated 1778 (4½ miles to the inch) only four of them, *viz.*, Steeton Bank, Holme Bridge, Long Preston and Clapham.

In 1835—the financial high-water mark of the road— we have the following:—

Hawkcliffe Bar Tolls let for	£716
Snaygill Bar Tolls let for	483
Holme Bridge Bar Tolls let for ...	353
Hellifield Bar Tolls let for	457
Rimley Bridge Bar Tolls let for ...	496
Clapham Bar Tolls let for	451
Greet Bridge Bar Tolls let for ...	361
Total	£3,317

Between 1838 and 1848 proposals were made for additional or alternative bars to prevent evasions of toll and to increase revenue, *viz.*:—

Hawkcliffe Bar to be removed to where the Free Library stands in Keighley.

At Steeton a chain to be placed across the top of what is now Station Road.

At Skipton a gate or chain at Pinder Bridge.

At Junction, Cross Hills a chain across the Colne road.

At Coniston Cross, adjoining the fields called High Cornfield and Cottiker, a gate.

But none of the proposals were carried out.

In 1856 the following tolls were in force:—

For every horse drawing any carriage, 8d.

For every horse drawing any waggon with wheel tyres more than 6 inches wide, 4d.

For every horse, 2d. For empty carts, 2d. per horse.

For every drove of oxen, 8d; of calves, 4d.

And for every carriage driven by steam or machinery or any power other than animal, 1s. per wheel.

So that a carriage and pair would have to pay 9s. 4d. in toll in passing over the Yorkshire portion of the road.

At the close of the trust, 1877, eight toll-houses were sold for £520, and on October 30th of the same year Mr. Bradley, the surveyor, was instructed to refuse no reasonable offer for the gates, and to see that they were all taken off their hinges at 12 o'clock on November 1st and put aside and sold as soon as possible. This gives the date of the actual closing of the trust so far as the public were concerned.

APPENDIX IV.

A broadsheet in the possession of Mr. T. Brayshaw of Settle, addressed to all persons, "of what degree soever, having any Property, Real or Personal in Craven," and apparently issued about 1753, argues in favour of a Turnpike Trust being set up. A few extracts may be of interest read in the light of what has been written above.

"It might be said . . . that a TURNPIKE wou'd make a better Trade and a greater Number of Passengers."

"The Woollen Manufacture has of late years been carried on and is daily increasing in Craven, for which it is better situated in every respect (save the scarcity of Coal) than any other part of the Country. Good Roads wou'd lower the Price of Coal at least one-Third, this wou'd be a prodigious advantage to all the inhabitants, and such an encouragement to that Branch of Trade as wou'd render it General, by this means the Country wou'd become Populous and consequently the Value of Land greatly increased. As to the Carriers I have always looked upon them as Servants to the Tradesmen, and a set of People who are incapable of judging either of their own Interest or that of their Masters. An Application was (I believe) never made for a TURNPIKE in any Country which was not contrary to the Inclination of the Carriers, but that their objections have not been consider'd in Parliament as well founded is evident from the Number of TURNPIKES throughout the Kingdom. When the Roads are effectually repaired Goods may be conveyed from one Place to another in Carriages with less than half the Number of Horses now employed in carrying Packs and consequently at half the Expence. What Benefits this must be to the Carriers themselves, the Tradesmen and the Publick I leave to the consideration of every unprejudiced Person, besides, have not the Carriers frequently had Horses killed and Packs greatly damaged by the badness of the Road? Have they not

been obliged to make good such Damage to the Tradesmen? Are not the Roads so narrow that frequent disputes happen between the Carriers and other Passengers? Did not one Carrier in particular pay one way or another 20l. at the last Bradford Sessions on Account of a Quarrel of this Sort? And does not that Carrier as well as other threaten daily to Indict the Road as well on Account of the Badness as the Narrowness thereof? These are all Facts too well known to be denied."

"The Graziers are I believe the only People at whose Instance the Opposition is set on Foot, who to conceal their real motive for it, alledge that they will be obliged to pay more for their Cattle, this can only be a Pretence as no Toll is to be paid in removing them from one Pasture to another and it is well known that the Graziers, in driving Cattle from the North and other Places where they buy them in, keep constantly on the Moors and never come on any Road at all. It is evident then that the Advance they expect good Roads wou'd make in their Farms is their real objection and this I can the better assert as some of them have declared they neither want Trade or Inhabitants at Skipton."

On the question of "Statute Labour," "less than two common Days'-work is not done by the Inhabitants on any TURNPIKE Road whatever."

On M.P.'s motives in passing Turnpike Acts:—"But that every or any Member will be induced to vote for a TURNPIKE from a chance he may have of Travelling over the Road sometime or other, is a very unjust Imputation, as no Parliament were ever known to have enacted more useful Laws for the Publick than the Present."

The writer was very optimistic about finance:—"And remember that if an Act shou'd pass when once the Roads are repaired the Tolls will cease FOREVER."

" Expences of the Act 300l. from Keighley to Settle being about One-Third of the Whole Road the Charge on that Part would be 100l. Interest thereof	£5	0	0
Erecting three Turnpike Houses and Barrs 75l. Interest thereof	3	15	0
Sallaries to three Toll takers 36l. Surveyor as to that part 20l. Clerk and Treasurer 20l. ...	76	0	0
	£84	15	0

The Tolls at 4l. 10s. a week amount per annum to £234 0 0
Consequently there will remain 149l. 5s. a year a Sum sufficient to pay off the Principal 175l. and repair the Roads."

APPENDIX V.

KEIGHLEY CROSS.

" The Cross " where High Street, Low Street, North Street and Church Street, or Church Green, intersect, may be called the geographical centre of the town of Keighley, although as a name " Sneed's Corner " was for many years a rival. It is so called not because it is a cross-roads, but because it was once the site of an actual market-cross. In the Keighley Improvement Act of 1824 the area assigned to the Commissioners is defined as " Such parts of the Parish of Keighley as are within one mile from the spot where the Old Cross stood near the North-East corner of the Devonshire Arms Inn," that is, the " Devonshire Corner " before the widening of High Street. The author of " Keighley, Past and Present " (1st edn. p. 44), says:—" The old market-cross was removed in the latter part of the 18th Century in order to make room for the opening into Skipton Road now North Street." This must have been in 1786 when North Street was made; the plan of that improvement shews the old Market Place open to High Street and Low Street, and this agrees with Warburton's note where, starting at Keighley Cross, he says:—" A Street back direct to Colne, ye Market place ye Rt. and a Rd. to Halifax (This would be the bridle road closed in 1804)." The market was removed from Church

Green in 1833, and there is extant a letter from Mr. Metcalfe, a well-known solicitor at that time which has some bearing on the subject. He says:—" The only public street (and which formerly went up the middle of the old market place) is that side of the street which now adjoins the Devonshire Arms, which building and Bank when rebuilt were brought forward close to the old Market Cross and cover the old frontages on that side." It seems clear from this that Church Green was formerly about twice its present width with the Market Cross standing clear, in the middle of the North end of it and that the freeholders claimed and exercised their right to build almost up to the middle of the market place.

As to the Cross itself, which is now at Whinburn (Sir Prince Prince-Smith, Bart.) a good photograph of it is in the Museum, I have the following note from Mr. Alfred Bottomley: " Old Mrs. Maud Scott told Dr. Milligan the 'old Cross ' was lying about in a yard behind Mr. Iveson's shop and he bought it for 7s. 6d. That was simply the top with the four little pillars; the pillar and steps were added at Whinburn." It is not a cross at all; the head consists of a roughly cylindrical centre surrounded by four detached cylinders of much smaller diameter and braced at top and bottom by square plates through which the five cylinders project; in fact more a stone lantern than a cross. It is not easy to assign a date to it.

APPENDIX VI.

Endorsed 28th ffeb. 1720.

Churchwardens of Kildwick. Articles about the Causey repaired by the parish.

Articles of Agreement, Indented, Made, Concluded, and Agreed upon the Twenty-Eighth Day of ffebruary Anno Regni Dni nostri Georgii Dei Gratia Magnæ Britanniæ etc. Regis Septimo annoque Domini 1720 *Between* Richard Wade, Hugh fflesher, Henry Craven, John Spencer, Joseph Harrison, John

Nayler, William Smith, and Joseph Watkinson, Churchwardens of the Parish Church of Kildwicke in Craven in the County of York of the one Parte and Jonathan Jennings and John Heelis both of Skipton within the said County, William Hustwicke of Draughton within the said County, Israel Wild and Benjamin Craven of Bingley within the said County and Timothy Rhodes of Thwaits in the Parish of Kighley and County aforesaid Masons of other parte, In manner and form following

The said Jon. J., J. H., W.H., I. W., B.C. and Tim. R. for the consideration hereinafter in these presents mentioned Do for themselves their Heires Executors and Administrators and for every of them Covenant Promise and Agree to and with the said R.W., H.ff., H.C., J.S., J.H. J.N., W.S. and J.W., Churchwardens of the Parish Church of K. aforesaid and their successors That the said J.J., &c., by themselves their servants or Workmen shall on or before the twenty-fifth day of July next ensuing Make Erect or ffinish a Stone Causey beginning at the South-West end of a Causey they have undertaken to erect from the South end of Kildwicke Bridge to a stone whereon the letter P is cut and so going from thence South-Westwards in a Direct Line as his Matyes Highway will allow to leave a way below for his Majestye's Subjects for Carts and Carriages towards the Crosshills in the parish of Kildwicke aforesaid to a Cross made upon a stone which stands in a Ditch near the said Causey, Containing Sixty-two yards in Length and three yards in breadth to be raised untill it carry it level with the other Causey they have undertaken to build, and to be well walled on each side with Lime and Sand and filled in the middle with Small Stones and Gravel, and paved on the Top from one end to the other. And also to Make and Erect one Battlement on the North-West side thereof from one end to the other two foot high and eight inches thick or broad with Parpoints or Hewn Stones and to make tenn Sluices or fflood Gaps in the said Causey twenty-one inches wide. And shall further do or cause to be done whatever

else is necessary about the same for the more easy and safe Passage of his Matyes Subjects with Horses Coaches Carts and Carriages in a Great Flood and further to uphold Maintain and Ceep (sic) the same Causey when finished as above menconed in good and Sufficient Repair for the term of Seven years to comence from and after the said twenty-fifth Day of July next ensuing. And the said R.W., H.F., H.C., J.S., J.H., J.N., W.S., and J.W., Do hereby covenant and Agree and promise for themselves and their successours to pay or cause to be paid unto the said Jonathan Jennings, &c., or their Afsignes, Immediately after their finishing and Compleating or Causing the said Causey to be finished and Compleated the sume of twenty pounds of lawfull money of Great Brittain. In the meantime to be Assessed and Raised upon and out of the said Parish of Kildwicke for that purpose. In Witnesse whereof the partyes abovenamed to the Parts of these Indentures Interchangably have sett their hands and Sea'ls the Day and Year first above written.

Sealed, Signed and Delivered (being first written upon trible Sixpenny stampt paper) in the presence of us

Henry Nuby
Hugh Currer

Richard Wade
Hugh fflesher
Henry Cravon
his marke
John Spencer
Joseph Harrison
his marke
John Nayler
his marke
William Smith

Copied from the original lent me by Mr. John Stell of Cross Hills, January, 1925.

Notes on Page 34 by Dr. VILLY.

According to the Steeton Enclosure Act of 1787, "the highway formerly leading over the moor . . . from Steeton to Keighley" was the property of Joseph Edwards, and was to be considered part of the Common to be enclosed, Edwards to be compensated. If this highway is considered as the present Hollins Lane, we meet with several difficulties.

(1) In 1788 the Turnpike Trustees still have some control over it, for they put a gate across and allow occupiers of adjacent land to use it. Then how could it be private property?

(2) And it was apparently a through road; for the Trustees would only want to close it in order to prevent evasion of toll. At any rate it was in use locally.

(3) The Enclosure Act has never become effective; for the road is still there and public.

(4) The highway is said to have led from Steeton to Keighley *formerly*, as if it no longer did so in 1787.

(5) A road still in use could have no financial value, so why did Edwards buy it?

Now, there are signs of an older road (thought to be Roman) over the then moor, more or less parallel to the present one, and these can be followed for hundreds of yards together. If we assume this to be the one mentioned in the Enclosure Act, then all the above difficulties can be evaded. There seems to be no record of the facts in the Trustees' minutes, but it is likely that when that body took control, the now almost obliterated highway was the one in use. If, soon afterwards, the present road was made, then the old one would come into the market, and would have some value as giving its owner increased grazing rights on the moor. But when the open moor came to be broken up into fields, such a streak of privately owned land running through it could only be dealt with as the Act indicates, i.e., regarded as common, and allotted to various owners of the new fields through which it passed, its owner being compensated by the grant of a compact area.

We have no actual proof that such transactions took place, but to assume them seems the only feasible explanation of what facts we have.

S.R.P. LOCAL HISTORY
REPRINTS

Other titles include:

HISTORY OF THE HUDDERSFIELD WOOLLEN INDUSTRY
W. B. Crump and G. Ghorbal
15/6 (hard): 10/6 (limp)

WAKEFIELD: ITS HISTORY AND PEOPLE
J. W. Walker £6. 6. 0.

HUDDERSFIELD HIGHWAYS DOWN THE AGES
W. B. Crump £1. 1. 0.

RURAL LANDSCAPE OF THE EAST RIDING OF YORKSHIRE 1700-1850
A. Harris £2. 2. 0.

THE STORY OF OLD HALIFAX
T. W. Hanson £2. 2. 0.

HISTORY, DIRECTORY & GAZETTEER OF THE COUNTY OF YORK
Edward Baines £6. 6. 0.

THE OLD COACHING DAYS IN YORKSHIRE
Tom Bradley £2. 10. 0.

THE CITY AND COUNTY OF THE CITY OF YORK
George Benson £6. 6. 0.

MEMORIES OF MERRY WAKEFIELD
Henry Clarkson £2. 2. 0.

In preparation: Forward programme:

THE ARCHAEOLOGY OF YORKSHIRE
Frank Elgee and Harriet Wragg £3. 3. 0.

EARLY MAN IN NORTH EAST YORKSHIRE
Frank Elgee £3. 3. 0.

THE MOORLANDS OF NORTH EAST YORKSHIRE £3. 18. 0.

S.R. Publishers Limited
East Ardsley, Wakefield, Yorkshire

KR-437-775